

RESOLUTION NO. PC-2017-

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY
OF ROCKLIN RECOMMENDING APPROVAL OF A MITIGATED NEGATIVE
DECLARATION OF ENVIRONMENTAL IMPACTS

Rocklin Station

(DR2016-0006, DL2016-0003, CUP2016-0005 and TRE2016-0003)

WHEREAS, the City of Rocklin's Environmental Coordinator prepared an Initial Study on the Rocklin Station project (DR2016-0006, DL2016-0003, CUP2016-0005 and TRE2016-0003) (the "Project") which identified potentially significant effects of the Project; and

WHEREAS, revisions to and/or conditions placed on the Project, were made or agreed to by the applicant before the mitigated negative declaration was released for public review, were determined by the environmental coordinator to avoid or reduce the potentially significant effects to a level that is clearly less than significant and that there was, therefore, no substantial evidence that the Project, as revised and conditioned, would have a significant effect on the environment; and

WHEREAS, the Initial Study and mitigated negative declaration of environmental impacts were then prepared, properly noticed, and circulated for public review.

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Rocklin as follows:

Section 1. Based on the Initial Study, the revisions and conditions incorporated into the Project, the required mitigation measures, and information received during the public review process, the Planning Commission of the City of Rocklin finds that there is no substantial evidence that the Project, as revised and conditioned, may have a significant effect on the environment.

Section 2. The mitigated negative declaration reflects the independent judgment of the Planning Commission.

Section 3. All feasible mitigation measures identified in the City of Rocklin General Plan Environmental Impact Reports which are applicable to this Project have been adopted and undertaken by the City of Rocklin and all other public agencies with authority to mitigate the project impacts or will be undertaken as required by this project.

Section 4. The statements of overriding considerations adopted by the City Council when approving the City of Rocklin General Plan Update are hereby readopted for the purposes of this mitigated negative declaration and the significant identified impacts of this project related to aesthetics, air quality, traffic circulation, noise, cultural and paleontological resources, biological resources, and climate change and greenhouse gases.

Section 5. A mitigated negative declaration of environmental impacts and Mitigation Monitoring Program prepared in connection with the Project, attached hereto as Attachment 1 and incorporated by this reference, are recommended for approval for the Project.

Section 6. The Project Initial Study is attached as Attachment 1 and is incorporated by reference. All other documents, studies, and other materials that constitute the record of proceedings upon which the Planning Commission has based its decision are located in the office of the Rocklin Economic and Community Development Director, 3970 Rocklin Road, Rocklin, California 95677. The custodian of these documents and other materials is the Rocklin Economic and Community Development Director.

Section 7. Upon approval of the Project by the Planning Commission, the environmental coordinator shall file a Notice of Determination with the County Clerk of Placer County and, if the project requires a discretionary approval from any state agency, with the State Office of Planning and Research, pursuant to the provisions of section 21152(a) of the Public Resources Code and the State EIR Guidelines adopted pursuant thereto.

PASSED AND ADOPTED this ___ day of _____, 2017, by the following vote:

AYES: Commissioners:

NOES: Commissioners:

ABSENT: Commissioners:

ABSTAIN: Commissioners:

Chairperson

ATTEST:

Secretary



**ECONOMIC AND COMMUNITY DEVELOPMENT DEPARTMENT
CITY OF ROCKLIN**

**3970 Rocklin Road
Rocklin, California 95677
(916) 625-5160**

ATTACHMENT 1

INITIAL STUDY AND ENVIRONMENTAL CHECKLIST

Rocklin Station

DR2016-0006, DL2016-0003, CUP2016-0005 and TRE2016-0003

**Southwest corner of Sierra College Boulevard and Interstate 80
in the City of Rocklin
APN's 045-052-015, -019, -020, -021**

July 6, 2017

PREPARED BY:

David Mohlenbrok, Environmental Services Manager, (916) 625-5162

CONTACT INFORMATION:

This Initial Study has been prepared by the City of Rocklin, as Lead Agency, under the California Environmental Quality Act (CEQA). Any questions regarding this document should be addressed to David Mohlenbrok at the City of Rocklin Economic and Community Development Department, Planning Division, 3970 Rocklin Road, Rocklin, California 95677 (916) 625-5160.

APPLICANT/OWNER:

**The applicant is Thomas Sierra, LLC and the
property owner is Thomas Sierra, LLC.**

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SECTION 1. INTRODUCTION

A. Purpose of an Initial Study

The California Environmental Quality Act (CEQA) was enacted in 1970 for the purpose of providing decision-makers and the public with information regarding environmental effects of proposed projects; identifying means of avoiding environmental damage; and disclosing to the public the reasons behind a project’s approval even if it leads to environmental damage. The City of Rocklin has determined the proposed project is subject to CEQA and no exemptions apply. Therefore, preparation of an initial study is required.

An initial study is a preliminary analysis conducted by the lead agency, in consultation with other agencies (responsible or trustee agencies, as applicable), to determine whether there is substantial evidence that a project may have a significant effect on the environment. If the initial study concludes that the project, with mitigation, may have a significant effect on the environment, an environmental impact report should be prepared; otherwise the lead agency may adopt a negative declaration or mitigated negative declaration.

This Initial Study (IS) has been prepared in accordance with CEQA (Public Resources Code §21000 et seq.), the State CEQA Guidelines (Title 14, California Code of Regulations, §15000 et seq.), and the City of Rocklin CEQA Guidelines (1981, amended July 31, 2002).

This Initial Study has been prepared to identify and assess the anticipated environmental impacts of the Rocklin Station project. The document relies on a combination of a previous environmental document and site-specific studies to address in detail the effects or impacts associated with the proposed project. In particular, this Initial Study assesses the extent to which the impacts of the proposed project have already been addressed in the certified Final Environmental Impact Report for the Rocklin General Plan, as adopted by the Rocklin City Council on October 9, 2012 (the “General Plan EIR”).

B. Document Format

This Initial Study is organized into five sections as follows:

Section 1, Introduction: provides an overview of the project and the CEQA environmental documentation process.

Section 2, Summary Information and Determination: Required summary information, listing of environmental factors potentially affected, and lead agency determination.

Section 3, Project Description: provides a description of the project location, project background, and project components.

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Section 4, Evaluation of Environmental Impacts: provides a detailed discussion of the environmental factors that would be potentially affected by this project as indicated by the screening from the CEQA Guidelines Appendix G checklist.

Section 5, References: provides a list of reference materials used during the preparation of this Initial Study. The reference materials are available for review during normal business hours at the City of Rocklin Planning Department, 3970 Rocklin Road, Rocklin, CA, and can also be found on the City's website under Planning Department, Current Environmental Documents.

C. CEQA Process

To begin the CEQA process, the lead agency identifies a proposed project. The lead agency then prepares an initial study to identify the preliminary environmental impacts of the proposed project. This document has been prepared in accordance with the provisions of the California Environmental Quality Act (CEQA) to analyze the possible environmental impacts of the project so that the public and the City of Rocklin decision-making bodies (Planning Commission, and/or City Council) can take these impacts into account when considering action on the required entitlements.

During the project approval process, persons and/or agencies may address either the Environmental Services staff or the City Council regarding the project. Public notification of agenda items for the City Council is posted 72 hours prior to the public meeting. The Council agenda can be obtained by contacting the Office of the City Clerk at City Hall, 3970 Rocklin Road, Rocklin, CA 95667 or via the internet at <http://www.rocklin.ca.us>.

Within five days of project approval, the City will file a Notice of Determination with the County Clerk. The Notice of Determination will be posted by the County Clerk within 24 hours of receipt. This begins a 30-day statute of limitations on legal challenges to the approval under CEQA. The ability to challenge the approval in court may be limited to those persons who objected to the approval of the project, and to issues that were presented to the lead agency by any person, either orally or in writing, during the public comment period.

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SECTION 2. INITIAL STUDY SUMMARY AND DETERMINATION

A. Summary Information

Project Title:

Rocklin Station

Lead Agency Name and Address:

City of Rocklin, 3970 Rocklin Road, Rocklin, CA 95677

Contact Person and Phone Number:

David Mohlenbrok, Environmental Services Manager, 916-625-5162

Project Location:

The project site is generally located on the southwest corner of Sierra College Boulevard and Interstate 80, in the City of Rocklin. The Assessor's Parcel Numbers are 045-052-015, -019, -020, and -021.

Project Sponsor's Name:

The applicant is Thomas Sierra, LLC and the property owner is Thomas Sierra, LLC.

Current General Plan Designation: Retail Commercial (RC)

Proposed General Plan Designation: Retail Commercial (RC)

Current Zoning: Planned Development-Commercial (PD-C)

Proposed Zoning: Planned Development-Commercial (PD-C)

Description of the Project:

The Rocklin Station project proposes the construction of a retail commercial center on an approximately 6.64 +/- acre site in the City of Rocklin. This project will require Design Review, Tentative Parcel Map, Conditional Use Permit and Oak Tree Preservation Permit entitlements. For more detail please refer to the Project Description set forth in Section 3 of this Initial Study.

Surrounding Land Uses and Setting:

The proposed project site is vacant and is bound by I-80 to the north and west, Sierra College Boulevard to the east, and Lifehouse Church to the south. To the east of Sierra College Boulevard is the Rocklin Crossings commercial center. To the west of I-80 is the Rocklin Commons commercial center. To the south of the Lifehouse Church are a few single family

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residences, vacant land designated as Retail Commercial and Recreation/Conservation, and Sierra Community College.

Other Actions Which May Be Required For Project Implementation (e.g., Permits, Financing Approval, or Participation Agreement):

- Rocklin Engineering Division approval of Improvement Plans
- Rocklin Building Inspections Division issuance of Building Permits
- Placer County Water Agency construction of water facilities
- South Placer Municipal Utility District construction of sewer facilities
- U.S. Army Corps of Engineers, Section 404 wetlands permit
- Regional Water Quality Control Board, Section 401 water quality certification
- California Department of Fish and Wildlife, Streambed Alteration Agreement

B. Environmental Factors Potentially Affected:

Those factors checked below involve impacts that are “Potentially Significant”:

<input type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agriculture Resources	<input type="checkbox"/>	Air Quality
<input type="checkbox"/>	Biological Resources	<input type="checkbox"/>	Cultural Resources	<input type="checkbox"/>	Geology/Soils
<input type="checkbox"/>	Greenhouse Gas Emissions	<input type="checkbox"/>	Hazards & Hazardous Materials	<input type="checkbox"/>	Hydrology/Water Quality
<input type="checkbox"/>	Land Use/Planning	<input type="checkbox"/>	Mineral Resources	<input type="checkbox"/>	Noise
<input type="checkbox"/>	Population/Housing	<input type="checkbox"/>	Public Services	<input type="checkbox"/>	Recreation
<input type="checkbox"/>	Transportation/Traffic	<input type="checkbox"/>	Tribal Cultural Resources	<input type="checkbox"/>	Utilities/Service Systems
<input type="checkbox"/>	Mandatory Findings of Sig.	<input checked="" type="checkbox"/>	None After Mitigation		

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C. Determination:

On the basis of this Initial Study:

- I find that the proposed project WILL NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that as originally submitted, the proposed project could have a significant effect on the environment; however, revisions in the project have been made by or agreed to by the project proponent which will avoid these effects or mitigate these effects to a point where clearly no significant effect will occur. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on the attached Environmental Checklist. An ENVIRONMENTAL IMPACT REPORT is required, to analyze the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or (MITIGATED) NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or (MITIGATED) NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Marc Mondell
Director of Economic and Community Development

Date

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SECTION 3. PROJECT DESCRIPTION

A. Project Location

The project site is generally located on the southwest corner of Sierra College Boulevard and I-80 in the City of Rocklin. The Assessor's Parcel Numbers are 045-052-015, -019, -020, and -021 (Please see Attachment A, Vicinity Map).

The City of Rocklin is located approximately 25 miles northeast of Sacramento, and is within the County of Placer. Surrounding jurisdictions include: unincorporated Placer County to the north and northeast, the City of Lincoln to the northwest, the Town of Loomis to the east and southeast, and the City of Roseville to the south and southwest.

B. Description

The Rocklin Station project proposes the construction of a retail commercial center consisting of five buildings on a 6.64 +/- acre site in the City of Rocklin. The project is currently planned to include a 10,224 +/- square foot tire store, a 6,602 +/--square foot high turnover sit down restaurant which includes 2,568 +/- square feet of general retail space, three fast food restaurants with drive-throughs totaling 9,595 +/- square feet, and two fast food restaurants without drive-throughs totaling 3,600 +/- square feet. This project will require the following entitlements from the City of Rocklin: a Design Review for the site design, landscaping, architectural designs, colors and materials; a Tentative Parcel Map to subdivide four existing parcels into five retail commercial parcels; a Conditional Use Permit for the project's freeway sign to exceed 30 feet in height, and an Oak Tree Preservation Plan to address the preservation, removal and mitigation of oak trees on the project site.

Access to the project would be from Sierra College Boulevard and a proposed new signalized intersection at the project's driveway on Sierra College opposite Schriber Way. In the future, the project will also have access to Dominguez Road through the adjacent Lifehouse Church property. The project site is vacant and it is anticipated that site development will involve clearing and grading of the site, trenching and digging for underground utilities and infrastructure, and ultimately the construction of new roadways, driveways, buildings, and landscaping.

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SECTION 4. EVALUATION OF ENVIRONMENTAL IMPACTS

A. Explanation of CEQA Streamlining and Tiering Utilized in this Initial Study

This Initial Study will evaluate this project in light of the previously approved General Plan EIR, which is hereby incorporated by reference. This document is available for review during normal business hours at the City of Rocklin Planning Department, 3970 Rocklin Road, Rocklin, CA, and can also be found on the City's website under Planning Department, Publications and Maps.

CEQA Guidelines Section 15183 provides a means of streamlining analysis for qualifying projects. Under Section 15183, effects are not considered "peculiar to the project or the parcel" if they are addressed and mitigated by uniformly applied development policies and standards adopted by the City to substantially mitigate that effect (unless new information shows that the policy or standard will not mitigate the effect). Policies and standards have been adopted by the City to address and mitigate certain impacts of development that lend themselves to uniform mitigation measures. These policies and standards include those found in the Oak Tree Ordinance (Rocklin Municipal Code, Chapter 17.77), the Flood Ordinance (Rocklin Municipal Code, Chapter 15.16), the Grading and Erosion and Sedimentation Control Ordinance (Rocklin Municipal Code, Chapter 15.28), the Stormwater Runoff Pollution Control Ordinance (Rocklin Municipal Code, Chapter 8.30), and the Goals and Policies of the Rocklin General Plan. Where applicable, the Initial Study will state how these policies and standards apply to the project. Where the policies and standards will substantially mitigate the effects of the proposed project, the Initial Study concludes that these effects are "not peculiar to the project or the parcel" and thus need not be revisited in the text of the environmental document for the proposed project.

This Initial Study has also been prepared pursuant to CEQA Guidelines sections 15063 and 15168. Section 15063 sets forth the general rules for preparing Initial Studies. One of the identified functions of an Initial Study is for a lead agency to "[d]etermine, pursuant to a program EIR, tiering, or another appropriate process, which of a project's effects were adequately examined by an earlier EIR or negative declaration... The lead agency shall then ascertain which effects, if any, should be analyzed in a later EIR or negative declaration." (CEQA Guidelines, section 15063, subd. (b)(1)(C).) Here, the City has used this initial study to determine the extent to which the General Plan EIR has "adequately examined" the effects of the proposed project.

Section 15168 sets forth the legal requirements for preparing "program EIRs" and for reliance upon program EIRs in connection with "[s]ubsequent activities" within the approved program. (See *Citizens for Responsible Equitable Environmental Development v. City of San Diego Redevelopment Agency* (2005) 134 Cal.App.4th 598, 614-617.) The General Plan EIR was a program EIR with respect to its analysis of impacts associated with eventual buildout of future

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anticipated development identified by the General Plan. Subdivision (c) of section 15168 provides as follows:

- (c) Use with Later Activities. Subsequent activities in the program must be examined in light of the program EIR to determine whether an additional environmental document must be prepared.
 - (1) If a later activity would have effects that were not examined in the program EIR, a new Initial Study would need to be prepared leading to either an EIR or a Negative Declaration.
 - (2) If the agency finds that pursuant to Section 15162, no new effects could occur or no new mitigation measures would be required, the agency can approve the activity as being within the scope of the project covered by the program EIR, and no new environmental document would be required.
 - (3) An agency shall incorporate feasible mitigation measures and alternatives developed in the program EIR into subsequent actions on the project.
 - (4) Where the subsequent activities involve site specific operations, the agency should use a written checklist or similar device to document the evaluation of the site and the activity to determine whether the environmental effects of the operation were covered in the program EIR.

Consistent with these principles, this Initial Study serves the function of a “written checklist or similar device” documenting the extent to which the environmental effects of the proposed project “were covered in the program EIR” for the General Plan. As stated below, the City has concluded that the impacts of the proposed project are “within the scope” of the analysis in the General Plan EIR. Stated another way, these “environmental effects of the [site-specific project] were covered in the program EIR.” Where particular impacts were not thoroughly analyzed in prior documents, site-specific studies were prepared for the project with respect to impacts that were not “adequately examined” in the General Plan EIR, or were not “within the scope” of the prior analysis. These studies are hereby incorporated by reference and are available for review during normal business hours at the Rocklin Economic and Community Development Department, 3970 Rocklin Road, Rocklin, CA 95677 and can also be found on the City’s website under Planning Department, Current Environmental Documents. The specific studies are listed in Section 5, References.

The Initial Study is a public document to be used by the City decision-makers to determine whether a project may have a significant effect on the environment. If the City as lead agency, finds substantial evidence that any effects of the project were not “adequately examined” in the General Plan EIR or were not “within the scope” of the analysis in that document AND that

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these effects may have a significant effect on the environment if not mitigated, the City would be required to prepare an EIR with respect to such potentially significant effects. On the other hand, if the City finds that these unaddressed project impacts are not significant, a negative declaration would be appropriate. If in the course of analysis, the City identified potentially significant impacts that could be reduced to less than significant levels through mitigation measures to which the applicant agrees, the impact would be considered to be reduced to a less than significant level, and adoption of a mitigated negative declaration would be appropriate.

B. Significant Cumulative Impacts; Statement of Overriding Considerations

The Rocklin City Council has previously identified the following cumulative significant impacts as unavoidable consequences of urbanization contemplated in the Rocklin General Plan, despite the implementation of all available and feasible mitigation measures, and on that basis has adopted a statement of overriding considerations for each cumulative impact:

1. Air Quality:

Development in the City and the Sacramento Valley Air Basin as a whole will result in the following: violations of air quality standards as a result of short-term emissions from construction projects, increases in criteria air pollutants from operational air pollutants and exposure to toxic air contaminants, the generation of odors and a cumulative contribution to regional air quality impacts.

2. Aesthetics/Light and Glare:

Development in the City and the South Placer region as a whole will result in substantial degradation of the existing visual character, the creation of new sources of substantial light and glare and cumulative impacts to scenic vistas, scenic resources, existing visual character and creation of light and glare.

3. Traffic and Circulation:

Development in the City and the South Placer region as a whole will result in impacts to segments and intersections of the state/interstate highway system.

4. Noise

Development in the City and the South Placer region as a whole will result in impacts associated with exposure to surface transportation and stationary noise sources, and cumulative transportation noise impacts within the Planning area.

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5. Cultural and Paleontological Resources

Development in the City and the South Placer region as a whole will result in cumulative impacts to historic character.

6. Biological Resources

Development in the City and the South Placer region as a whole will result in the loss of native oak and heritage trees, the loss of oak woodland habitat, and cumulative impacts to biological resources.

7. Climate Change and Greenhouse Gases

Development in the City and the South Placer region as a whole will result in the generation of greenhouse gas emissions.

C. Mitigation Measures Required and Considered

It is the policy and a requirement of the City of Rocklin that all public agencies with authority to mitigate significant effects shall undertake or require the undertaking of all feasible mitigation measures specified in the prior environmental impact reports relevant to a significant effect which the project will have on the environment. Project review is limited to effects upon the environment which are peculiar to the parcel or to the project which were not addressed as significant effects in the General Plan EIR or which substantial new information shows will be more significant than described in the General Plan EIR. This Initial Study anticipates that feasible mitigation measures previously identified in the General Plan has been, or will be, implemented as set forth in that document, and evaluates this Project accordingly.

D. Evaluation of Environmental Checklist:

- 1) A brief explanation is provided for all answers except “No Impact” answers that are adequately supported by the information sources cited in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer is explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers take account of the whole action involved, including off-site as well as on-site elements, cumulative as well as project-level impacts, indirect as well as direct impacts, and construction as well as operational impacts.

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- 3) If a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant.

- 4) Answers of "Less than Significant with Mitigation Incorporated" describe the mitigation measures agreed to by the applicant and briefly explain how they reduce the effect to a less than significant level. Mitigation measures and supporting explanation from earlier EIRs or Negative Declaration may be cross-referenced and incorporated by reference.

- 5) Earlier analyses may be used where an effect has been adequately analyzed in an earlier EIR or negative declaration, and the City intends to use tiering. All prior EIRs and Negative Declarations and certifying resolutions are available for review at the Rocklin Economic and Community Development Department. In this case, a brief discussion will identify the following:
 - a) Which effects are within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and whether such effects are addressed by mitigation measures based on the earlier analysis; and

 - b) For effects that are "Less than Significant with Mitigation Measures Incorporated," the mitigation measures which are incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

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E. Environmental Checklist

I. <u>AESTHETICS</u> Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Have a substantial adverse effect on a scenic vista?				X	
b) Substantially degrade the existing visual character or quality of the site and its surroundings?			X		
c) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.				X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X		

DISCUSSION OF DETERMINATION:

Project Impacts:

The development of a retail commercial center on a 6.64 +/- acre site will change the existing visual nature or character of the project site and area. The development of the project site would create new sources of light and glare typical of urban development. As discussed below, impacts to scenic vistas or viewsheds would not be anticipated.

Prior Environmental Analysis:

As a “program EIR” under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts that would occur to the visual character of the Planning Area as a result of the future urban development that was contemplated by the General Plan. When previously undeveloped land becomes developed, aesthetic impacts include changes to scenic character and new sources of light and glare (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.3-1 through 4.3-18). Mitigation measures to address these impacts are incorporated into the

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General Plan in the Land Use and the Open Space, Conservation, and Recreation Elements, and include policies that encourage the use of design standards for unique areas and the protection of natural resources, including open space areas, natural resource areas, hilltops, waterways and oak trees, from the encroachment of incompatible land use.

The General Plan EIR concluded that, despite the goals and policies addressing visual character, views, and light and glare, significant aesthetic impacts will occur as a result of development under the General Plan and further, that these impacts cannot be reduced to a less than significant level. Specifically, the General Plan EIR found that buildout of the Rocklin General Plan will change and degrade the existing visual character, will create new sources of light and glare and will contribute to cumulative impacts to scenic vistas, scenic resources, existing visual character and creation of light and glare. Findings of fact and a statement of overriding consideration were adopted by the Rocklin City Council in regard to these cumulative impacts, which were found to be significant and unavoidable.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

All applicable mitigation measures from the General Plan EIR, including the mitigation measures for aesthetic/visual impacts incorporated as goals and policies in the General Plan, will be applied to the project. These serve as uniformly applied development policies and standards and/or as conditions of approval for this project to ensure consistency with the General Plan and compliance with City rules and regulations.

Significance Conclusions:

a. Scenic Vista - *No Impact.* While vacant or mostly vacant areas have a natural aesthetic quality, there are no designated scenic vistas within the City of Rocklin or Planning Area. Alteration of mostly vacant and undeveloped areas of the project site through the construction of a retail commercial center would change the visual quality of the project site and surrounding area. However, since there are no designated scenic vistas, no impact would occur in this regard.

b. Visual Quality – *Less than Significant.* The construction of a retail commercial center is consistent with the type of development contemplated and analyzed for this area of Rocklin within the Rocklin General Plan EIR. The General Plan EIR analysis included the development of this site with retail commercial development. The building structures that are anticipated are of consistent height and scale with the zoning and land use designations of the site and with surrounding existing retail commercial development and anticipated future development, and there are no unusual characteristics of the project which would introduce incompatible elements or create aesthetic impacts not considered in the prior EIR. Existing buildings in the area include one-story and multi-story retail commercial buildings. These buildings and the anticipated future development of buildings within the nearby and adjacent retail commercial

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land use designations are collectively all of similar size and scale to the proposed project. All development in the Rocklin Planning Area is subject to existing City development standards set forth in the City's Zoning Ordinance which helps to ensure that development form, character, height, and massing are consistent with the City's vision for the character of the community.

The change in the aesthetics of the visual nature or character of the site and the surroundings is consistent with existing surrounding development and future nearby development that is anticipated by the City's General Plan. As noted above, the General Plan EIR concluded that development under the General Plan will result in significant unavoidable aesthetic impacts and a Statement of Overriding Consideration was adopted by the Rocklin City Council in regard to these cumulative impacts. The project does not result in a change to the finding because the site would be developed with typical urban uses that are consistent and compatible with surrounding existing and anticipated future development and the proposed project is consistent with the Retail Commercial land use designation that was assumed in the General Plan EIR analysis.

c. Scenic Highway and Scenic Resources – No Impact. The proposed project is not located adjacent to or within the proximity of a state listed scenic highway (Interstate 80 is located nearby but is not a state listed scenic highway). Therefore, the proposed project would not substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway.

d. Light and Glare – Less than Significant. There are no specific features within the proposed project that would create unusual light and glare. New and/or increased sources of light and glare would be introduced to the project area however implementation of City Design Review guidelines and the General Plan policies addressing light and glare would also ensure that no unusual daytime glare or nighttime lighting is produced. The General Plan EIR acknowledged that impacts associated with increased light and glare would not be eliminated entirely, and the overall level of light and glare in the Planning Area would increase in general as urban development occurs and that increase cannot be fully mitigated. As noted above, the General Plan EIR concluded that development under the General Plan will result in significant unavoidable aesthetic impacts and a Statement of Overriding Consideration was adopted by the Rocklin City Council in regard to these cumulative impacts. The project does not result in a change to the finding because the site would be developed with typical urban uses that are consistent and compatible with surrounding existing and anticipated future development and the proposed project is consistent with the Retail Commercial land use designation that was assumed in the General Plan EIR analysis.

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II.

AGRICULTURAL RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X	
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X	
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220 (g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104 (g))?				X	
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X	
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X	

DISCUSSION OF DETERMINATION:

Project Impacts:

There are no agricultural or forestry impacts for the project or project site due to a lack of these resources on the project site, as further discussed below.

Significance Conclusions:

a., b., and c. Farmland, Williamson Act, Cumulative Loss of Farmland - *No Impact.* The Farmland Mapping and Monitoring Program (FMMP) land classifications system monitors and documents land use changes that specifically affect California’s agricultural land and is administered by the California Department of Conservation (CDC). The FMMP land classification system is cited by the State CEQA Guidelines as the preferred information source for determining the agricultural significance of a property (CEQA Guidelines, Appendix G). The CDC, Division of Land Resource Protection, Placer County Important Farmland Map of 2014 designates the project site as grazing land. This category is not considered Important Farmland under the definition in CEQA of “Agricultural Land” that is afforded consideration as to its potential significance (See CEQA Section 21060.1[a]), nor is it considered prime farmland, unique farmland, or farmland of statewide importance; therefore the proposed project would not convert farmland to a non-agricultural use. Also, the project site contains no parcels that are under a Williamson Act contract. Because the project would not convert important farmland to non-agricultural uses, would not conflict with existing agricultural or forestry use zoning or Williamson Act contracts, or involve other changes that could result in the conversion of important farmlands to non-agricultural uses, there would be no agricultural use impacts.

d. and e. Conversion of Forest Land – *No Impact.* The project site contains no parcels that are considered forestry lands or timberland. Because the project would not conflict with existing forestry use zoning or involve other changes that could result in the conversion of forest lands to non-forest uses, and there would be no impact on forestry resources.

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III. <u>AIR QUALITY</u> Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determination. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Conflict with or obstruct implementation of applicable air quality plan?			X		
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X		
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X		
d) Expose sensitive receptors to substantial pollutant concentrations?			X		
e) Create objectionable odors affecting a substantial number of people?			X		

DISCUSSION OF DETERMINATION:

Project Impacts:

In the short-term, air quality impacts from the proposed project will result from construction related activities associated with grading and excavation to prepare the site for the installation of utilities and above ground structures and improvements.

In the long term, air quality impacts from the proposed project will result from vehicle trip generation to and from the project site and the resultant mobile source emissions of air pollutants (primarily carbon monoxide and ozone precursor emissions).

As discussed below, a retail commercial development of this type would not be expected to create objectionable odors.

Prior Environmental Analysis:

As a “program EIR” under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts that would occur to regional air quality as a result of the future urban development that was contemplated by the General Plan. These impacts included 8-hour ozone attainment, short-term construction emissions, operational air pollutants, increases in criteria pollutants, odors, and regional air quality impacts. (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.2-1 through 4.2-43). Mitigation measures to address these impacts are incorporated into the General Plan in the Land Use, the Open Space, Conservation, and Recreation, and the Circulation Elements, and include policies that encourage a mixture of land uses, provisions for non-automotive modes of transportation, consultation with the Placer County Air Pollution Control District (PCAPCD), and the incorporation of stationary and mobile source control measures.

The General Plan EIR concluded that, despite these goals and policies, significant air quality impacts will occur as a result of development under the General Plan and further, that these impacts cannot be reduced to a less than significant level. Specifically, the General Plan EIR found that buildout of the Rocklin General Plan and other development within the Sacramento Valley Air Basin (SVAB) as a whole will result in the following: violations of air quality standards as a result of short-term emissions from construction projects, increases in criteria air pollutants from operational air pollutants and exposure to toxic air contaminants, the generation of odors and a cumulative contribution to regional air quality impacts. Findings of fact and a statement of overriding consideration were adopted by the Rocklin City Council in regard to these impacts, which were found to be significant and unavoidable. The project does not result in a change to this finding because the site is being developed with a Retail Commercial land use that is consistent with the land use that was anticipated by and analyzed within the General Plan EIR.

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Mitigation Measures from Uniformly Applied Development Policies and Standards:

All applicable mitigation measures from the General Plan EIR, including the mitigation measures for air quality impacts incorporated as goals and policies in the General Plan, will be applied to the future development. These serve as uniformly applied development policies and standards and/or as conditions of approval for this project to ensure consistency with the General Plan and compliance with City rules and regulations.

Significance Conclusions:

a., b. and c. Conflict with or obstruct implementation of the applicable air quality plan, Violate any air quality standard or contribute substantially to an existing or projected air quality violation, and result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors) – *Less Than Significant Impact.* The proposed project area is located within the Sacramento Valley Air Basin (SVAB) and is under the jurisdiction of the Placer County Air Pollution Control District (PCAPCD). The SVAB is designated nonattainment for the federal particulate matter 2.5 microns in diameter (PM_{2.5}) and the State particulate matter 10 microns in diameter (PM₁₀) standards, as well as for both the federal and State ozone standards. The federal Clean Air Act requires areas designated as federal nonattainment to prepare an air quality control plan referred to as the State Implementation Plan (SIP). The SIP contains the strategies and control measures for states to use to attain the national ambient air quality standards (NAAQS). The SIP is periodically modified to reflect the latest emissions inventories, planning documents, rules, and regulations of air basins as reported by the agencies with jurisdiction over them. In compliance with regulations, the PCAPCD periodically prepares and updates air quality plans that provide emission reduction strategies to achieve attainment of the NAAQS, including control strategies to reduce air pollutant emissions via regulations, incentive programs, public education, and partnerships with other agencies.

The current applicable air quality plan for the proposed project area is the *Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan* (Ozone Attainment Plan), adopted September 26, 2013. The U.S. Environmental Protection Agency (USEPA) determined the Plan to be adequate and made such findings effective August 25, 2014. On January 9, 2015, the USEPA approved the 2013 Ozone Attainment Plan.

The 2013 Ozone Attainment Plan demonstrates how existing and new control strategies would provide the necessary future emission reductions to meet the CAA requirements, including the NAAQS. It should be noted that in addition to strengthening the 8-hour ozone NAAQS, the USEPA also strengthened the secondary 8-hour ozone NAAQS, making the secondary standard identical to the primary standard. The SVAB remains classified as a severe nonattainment area

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with an attainment deadline of 2027. On October 26, 2015 the USEPA released a final implementation rule for the revised NAAQS for ozone to address the requirements for reasonable further progress, modeling and attainment demonstrations, and reasonably available control measures (RACM) and reasonably available control technology (RACT). With the publication of the new NAAQS ozone rules, areas in nonattainment must update their ozone attainment plans and submit new plans by 2020/2021.

A conflict with, or obstruction of, implementation of the 2013 Plan could occur if a project generates greater emissions than what has been projected for the site in the emission inventories of the 2013 Plan. Emission inventories are developed based on projected increases in population, employment, regional vehicle miles traveled (VMT), and associated area sources within the region, which are based on regional projections that are, in turn, based on the City's General Plan and zoning designations for the region. The proposed project is consistent with the Rocklin General Plan and zoning designations, and given that the 2013 Plan accounts for planned land uses consistent with adopted plans, this project will not conflict with or obstruct implementation of the 2013 Plan.

Construction activities, including grading, generate a variety of air pollutants; the most significant of which would be dust (PM₁₀). To address short-term construction impacts, the City of Rocklin requires project applicants to incorporate into their project description a listing of mitigation measures recommended by the Placer County Air Pollution Control District by signing the City's "Mitigation for Air Quality Impacts" form. These mitigation measures include the preparation of a dust control plan prior to the commencement of grading for approval by the City Engineer and the Placer County Air Pollution Control District. The dust control plan shall specify measures to reduce dust pollution during all phases of construction. The City's "Mitigation for Air Quality Impacts" form and the associated short-term air quality mitigation measures are hereby incorporated by reference into this document. The specific measures noted on the City's "Mitigation for Air Quality Impacts" form are as follows:

1. The project shall conform with the requirements of the Placer County APCD.
2. Prior to commencement of grading, the applicant shall submit a dust control plan for approval by the City Engineer and the Placer County Air Pollution Control District. The plans shall specify measures to reduce dust pollution during all phases of construction.
3. Traffic speeds on all unpaved road surfaces shall be posted at 25 m.p.h. or less.
4. All grading operations shall be suspended when wind speeds exceed 25 m.p.h.
5. All trucks leaving the site shall be washed off to eliminate dust and debris.
6. All construction equipment shall be maintained in clean condition.
7. All exposed surfaces shall be revegetated as quickly as feasible.
8. If fill dirt is brought to the construction site or exported from the site, tarps or soil stabilizers shall be placed on the dirt piles to minimize dust problems.

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9. Apply water or dust palliatives on all exposed earth surfaces as necessary to control dust. Construction contracts shall include dust control treatment as frequently as necessary to minimize dust.
10. Construction equipment shall be properly maintained and tuned.
11. Utilize low emission mobile construction equipment where possible.
12. Open burning will be allowed only with the approval of the Placer County APCD.

The requirement for the proposed project to incorporate into the project description a listing of mitigation measures has been met with this application. In addition, the project is required to comply with all PCAPCD rules and regulations for construction, including Rule 202 related to visible emissions, Rule 218 related to architectural coatings, Rule 228 related to fugitive dust, and Regulation 3 related to open burning.

Compliance with the PCAPCD rules and regulations would help to ensure that the project's emissions would not substantially contribute to the PCAPCD's non-attainment status for ozone or PM. Therefore, construction activities associated with development of the proposed project would not substantially contribute to the PCAPCD's non-attainment status for ozone or PM. Because construction of the proposed project would comply with the rules and regulations for construction, development of the proposed project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation and a less than significant short-term construction air quality impact would be anticipated.

The General Plan EIR identified a cumulative contribution to regional air quality impacts as a significant and unavoidable impact, and the City of Rocklin adopted Findings of Fact and a Statement of Overriding Considerations in recognition of this impact. The project does not result in a change to this finding because the site is being developed with Retail Commercial land uses that were included and analyzed as a part of the General Plan EIR.

d. Sensitive Receptors – *Less than Significant.* Land uses considered sensitive to air quality are generally those that include uses where exposure to pollutants could result in health-related risks to individuals. Sensitive receptors are people, or facilities that generally house people (e.g., schools, hospitals, residences) that may experience adverse effects from long-term exposure to unhealthful concentrations of air pollutants. The proposed project involves the development of retail commercial uses; thus, the project would not introduce sensitive receptors to the area. The nearest existing sensitive receptors to the project site are the church and single family residences located to the south of the project site. Emissions of CO would result from the incomplete combustion of carbon-containing fuels such as gasoline or wood and are particularly related to traffic levels. The project site is already planned for urban development; thus traffic on the surrounding roadways and intersections would not increase more than already anticipated for the area due to project implementation. Accordingly, CO levels at nearby intersections would not be expected to be higher than anticipated for the area. It should be noted that as older, more polluting vehicles are retired and replaced with newer,

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cleaner vehicles, the overall rate of emissions of CO for vehicle fleet throughout the State has been, and is expected to continue, decreasing. Therefore, emissions of CO would likely decrease from current levels over the lifetime of the project.

Per PCAPCD guidance, if a project will degrade an intersection in the project vicinity from an acceptable Level of Service (LOS) (e.g., LOS A, B, C, or D) to an unacceptable LOS (e.g., LOS E or F), or if the project will substantially worsen an already existing LOS F, then the project has the potential to cause a CO intersection hotspot. The Traffic Impact Analysis Report for Rocklin Station (Abrams Associates, June 27, 2017) examined Level of Service (LOS) for five study intersections affected by the project. The analysis showed that all five study intersections would not be degraded to an unacceptable LOS by the project; therefore the project would not generate localized concentrations of CO that would exceed standards.

In addition to the CO emissions discussed above, Toxic Air Contaminants (TACs) are also a category of environmental concern. The California Air Resources Board (CARB) *Air Quality and Land Use Handbook: A Community Health Perspective* (Handbook) provides recommendations for siting new sensitive land uses near sources typically associated with significant levels of TAC emissions, including, but not limited to, freeways and high traffic roads, distribution centers, and rail yards. CARB has identified diesel particulate matter (DPM) from diesel-fueled engines as a TAC. High volume freeways/roadways, stationary diesel engines, and facilities attracting heavy and constant diesel traffic were identified as having the highest associated health risks from DPM. Health risks from TACs are a function of both the concentration of emissions and the duration of exposure. Health-related risks associated with DPM in particular are primarily associated with long-term exposure and associated risk of contracting cancer.

Due to the retail commercial nature of the project, relatively few vehicle trips associated with the proposed project would be expected to be composed of heavy-duty diesel-fueled trucks and their associated emissions. The project does not involve long-term operation of any stationary diesel engine or other on-site stationary source of TACs. In addition, emissions of DPM resulting from construction equipment and vehicles are minimal and temporary, affecting a specific receptor for a period of weeks or perhaps months, and would be regulated through compliance with PCAPCD’s rules and regulations.

For freeways and roads with high traffic volumes, Table 4-1 of the CARB Handbook recommends “Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day.” The proposed project does not consist of sensitive land uses therefore, the proposed project would not result in the exposure of sensitive receptors to substantial pollutant concentrations and the impact will be less than significant.

e. Odors – Less Than Significant Impact. Odors are generally regarded as an annoyance rather than a health hazard. Due to the subjective nature of odor impacts, the number of variables

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that can influence the potential for an odor impact, and the variety of odor sources, quantitative methodologies to determine the presence of a significant odor impact do not exist. Certain land uses such as wastewater treatment facilities, landfills, confined animal facilities, composting operations, food manufacturing plants, refineries, and chemical plants have the potential to generate considerable odors. The proposed project does not involve such land uses nor is it located near any such land uses. Although less common, emissions of DPM from heavy-duty diesel truck traffic could result in objectionable odors. While the proposed project would increase the total amount of vehicle trips in the area, the increase in area vehicle activity would not necessarily create an increase in heavy-duty diesel truck traffic, because the traffic increase would be a result of increased retail commercial land uses. Retail commercial land uses are not typically associated with heavy-duty diesel truck traffic, and thus the increase in daily trips attributable to retail commercial land uses would mainly involve single passenger vehicles that are not typically considered to be sources of objectionable odors.

In addition, PCAPCD Rule 205, Nuisance, addresses the exposure of “nuisance or annoyance” air contaminant discharges, including odors, and provides enforcement of odor control. Rule 205 is complaint-based, where if public complaints are sufficient to cause the odor source to be a public nuisance, then the PCAPCD is required to investigate the identified source as well as determine an acceptable solution for the source of the complaint, which could include operational modifications to correct the nuisance condition. Thus, although not anticipated, if odor or air quality complaints are made upon the future development under the proposed project, the PCAPCD would be required to ensure that such complaints are addressed and mitigated, as necessary.

Because the proposed project does not include the development of odor-generating land uses or development in proximity to odor-generating land uses, and because the increase in project area traffic would be largely through increased use of single passenger vehicles rather than heavy-duty diesel trucks, the proposed project would not be anticipated to create objectionable odors in the project area. Therefore, the proposed project would result in a less than significant impact related to objectionable odors.

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IV. <u>BIOLOGICAL RESOURCES</u> Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		X			
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X	
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?		X			
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X		
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?		X			
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X	

DISCUSSION OF DETERMINATION:

Project Impacts:

The proposed project will modify habitats through the removal of native and other plant material; the project site does contain oak trees, all of which will be removed with implementation of the project. Impacts to wetlands/waters of the U.S. are anticipated to occur due to their presence on the site, and impacts to special status animal and plant species are not anticipated to occur due to their lack of presence or potential presence on the project site.

Prior Environmental Analysis

As a “program EIR” under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts that would occur to the biological resources of the Planning Area as a result of the future urban development that was contemplated by the General Plan. These impacts included special-status species, species of concern, non-listed species, biological communities and migratory wildlife corridors (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.10-1 through 4.10-47). Mitigation measures to address these impacts are incorporated into the General Plan in the Open Space, Conservation and Recreation Element, and include policies that encourage the protection and conservation of biological resources and require compliance with rules and regulations protecting biological resources, including the City of Rocklin Oak Tree Preservation Ordinance.

The General Plan EIR concluded that, despite these goals, policies and rules and regulations protecting biological resources, significant biological resources impacts will occur as a result of development under the General Plan and further, that these impacts cannot be reduced to a less than significant level. Specifically the General Plan EIR found that buildout of the Rocklin General Plan will impact sensitive biological communities, will result in the loss of native oak and heritage trees, will result in the loss of oak woodland habitat and will contribute to cumulative impacts to biological resources. Findings of fact and a statement of overriding considerations were adopted by the Rocklin City Council in regard to these impacts, which were found to be significant and unavoidable.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

All applicable mitigation measures from the General Plan EIR, including the mitigation measures for biological resources impacts incorporated as goals and policies in the General Plan, will be applied to the project. These serve as uniformly applied development policies and standards and/or as conditions of approval for this project to ensure consistency with the General Plan and compliance with City rules and regulations.

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Project-Level Environmental Analysis:

The firm of LSA Associates, Inc., a Sacramento area consulting firm with recognized expertise in biological resources, prepared a biological assessment for the Rocklin Station project. Their report, dated June 2017 is available for review during normal business hours at the City of Rocklin Planning Department, 3970 Rocklin Road, Rocklin, CA, and is incorporated into this Mitigated Negative Declaration by this reference. City staff has reviewed the documentation and is also aware that LSA Associates, Inc. has a professional reputation that makes their conclusions presumptively credible and prepared in good faith. Based on its review of the analysis and these other considerations, City staff accepts the conclusions in the LSA Associates, Inc. report, which is summarized below.

The firm of Traverso Tree Service, a California consulting firm with recognized expertise in arboriculture, prepared an arborist report for the Rocklin Station project. Their reports, dated June 1, 2016 and June 23, 2017 are available for review during normal business hours at the City of Rocklin Planning Department, 3970 Rocklin Road, Rocklin, CA, and are incorporated into this Mitigated Negative Declaration by this reference. City staff has reviewed the documentation and is also aware that Traverso Tree Service has a professional reputation that makes their conclusions presumptively credible and prepared in good faith. Based on its review of the analysis and these other considerations, City staff accepts the conclusions in the Traverso Tree Service reports, which are summarized below.

Project Site Description

Vegetation on the 6.64 +/- acre project site is predominantly composed of mixed oak woodland and annual grassland. Topography on the property is generally flat and gradually slopes north to south through the property. Elevations range from 320 to 240 feet above mean sea level. Water entering the property at the north boundary is collected in a culvert that flows out to the southeast boundary and ultimately discharges the water into Secret Ravine, a perennial tributary to Dry Creek. A gravel driveway runs east-west to the remains of an old residence located in the central portion of the property. Surrounding land uses include a church to the south, retail uses to the east, and the I-80 freeway along the northern and western property boundaries. Lands in the vicinity of the property are predominantly developed.

Biological Assessment Overview

As part of the assessment of the project site’s biological resources, queries of the California Natural Diversity Database (CNDDDB), United States Fish and Wildlife (USFWS) species lists and California Native Plant Society (CNPS) Inventory and other literature reviews were conducted to provide updated information on special-status plant and wildlife species within the project region, referencing the Auburn, Gold Hill, Lincoln, Pilot Hill, Rocklin and Roseville 7.5-minute quadrangles. Biological site visits were made on September 3, 2015 and June 1, 2017 to

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determine: 1) plant communities present in the study area; 2) if existing conditions provided suitable habitat for any special-status plant or wildlife species, and 3) if sensitive habitats are present. Existing biological resources of the project site are summarized below, focusing on the potential for occurrence of special-status species and other sensitive resources.

A. Biological Communities

The vegetation communities found on the site are annual grassland, occupying approximately 3.57 acres, and mixed oak woodland, occupying approximately 3.07 acres. Aquatic resources on the property include two areas where seasonal wetlands occur.

B. Special-Status Plant and Animal Species

Special-status plant and animal species are those that have been afforded special recognition by federal, State, or local resources or organizations. Listed and special-status species are of relatively limited distribution and may require specialized habitat conditions.

Plants

No special-status plant species were observed during the field surveys. As a result, special status plant species are considered absent from the project site. The project site is not located within critical habitat for any special status plants.

Wildlife

Species that require specific habitat not present in the vicinity of the property were eliminated as potentially occurring and are not discussed further. Seven special status species that were determined likely to occur on the property, or otherwise warrant further discussion, are noted below:

- 1) Townsend’s big-eared bat – The oaks on the property do not have the right type/size of leaf to provide roosting habitat and it’s unlikely that the trees provide suitable cavity nest sites. Bat use of the site is likely limited to foraging. No bats or sign (e.g., guano, urine staining) were observed during the 2015 site survey; however focused surveys were not conducted. Due to the presence of potential foraging habitat and a known occurrence within 10 miles of the property, there is a low potential for Townsend’s big-eared bat to occur on the property.
- 2) Grasshopper sparrow – Suitable foraging and nesting habitat is present within the property; however, there is no known occurrence within 10 miles of the property, and the annual

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grasslands have been heavily grazed. Grasshopper sparrow is considered absent from the property.

- 3) Western burrowing owl – No suitable nesting areas (burrows 4 inches in diameter or greater) occur on the property and the open area within the grassland habitat is too small to support burrowing owls, however, this species is known to be locally migratory and potential habitat is present on the property. No burrowing owl or associated sign (e.g., whitewash, pellets) were observed on the property during the field survey. Burrowing owl is considered absent from the property.
- 4) Swainson’s hawk – Although Swainson’s hawk is known to inhabit mixed oak woodlands, the canopy of the property is too dense to support foraging or nesting. The CNDDDB contains one record for Swainson’s hawk within 10 miles of the property; however, no Swainson’s hawk or associated sign was observed during the field survey. Swainson’s hawk is considered absent from the property.
- 5) White-tailed kite – Although the white-tailed kite is known to nest in mature valley oak trees, the canopy cover within the oak woodland is too dense and the open area within the grassland is too small to provide suitable foraging and nesting habitat for this species. There are no CNDDDB records for white-tailed kites within 10 miles of the property and this species was not observed during the 2015 survey. White-tailed kite is considered absent from the property.
- 6) Western spadefoot – The property is located within the known range for western spadefoot. This species typically occurs in grasslands and vernal pools complexes located on the valley floor and lower slopes of the foothills. There are four CNDDDB records for western spadefoot within 10 miles of the property, the closest of which is approximately 6.5 miles southwest in an unnamed tributary to Pleasant Grove Creek. However, the seasonal wetlands on the property are not depressional and therefore not suitable for spadefoot. Western spadefoot is considered absent from the property.
- 7) Valley Elderberry Longhorn Beetle (VELB) – An elderberry shrub was observed in the southwest corner of the property during the field survey. The observed shrub contained four stems ranging from 1-3 inches in diameter; three stems ranging from 3-5 inches in diameter, and one stem greater than 5 inches in diameter. All stems were measured at ground level. Exit holes were observed on the shrub. During a subsequent survey in June 2017 it was observed that the condition of the shrub had deteriorated substantially such that only the bottom 3-4 feet of the largest stem was still alive. VELB is considered potentially present on the property, but the portion of the site where the elderberry bush is located is not proposed to be developed.

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C. Hydrology and Jurisdictional Waters of the U.S.

The site includes 0.023 acres of potential seasonal wetlands and other waters of the U.S., in the north shoulder of the gravel driveway and in the eastern section of the property. The seasonal wetlands are in poor quality, consisting of disturbed seasonal wetlands associated with roadside runoff from Sierra College Boulevard and the I-80 eastbound off-ramp.

Significance Conclusions:

a. Effect on Protected Species – *Less Than Significant With Mitigation.* Wildlife using this areas will be displaced to adjacent habitat (to the south), ultimately leading to locally reduced wildlife populations. The loss of habitat in this region will contribute to the regional cumulative loss of wildlife habitat, including habitat for special status species.

Development could result in direct impacts to Townsend’s big-eared bat foraging habitat; however due to the small area of impact relative to the amount of foraging habitat in the region, the loss of Townsend’s big-eared bat foraging habitat on the property is not substantial.

The site is located in a partly developed, suburban environment. As such, it provides habitat to rodents, small mammals, birds and bats, typical of a suburban area. Tree-nesting raptor species forage and nest in a variety of habitats throughout Placer County and the mature trees on and adjacent to the project site do provide suitable nesting habitat.

To address the potential impacts to nesting raptors and migratory birds, the following mitigation measure, agreed to by the applicant, is being applied to the project:

IV.-1 The applicant/developer shall attempt to time the removal of potential nesting habitat for raptors and migratory birds to avoid the nesting season (February - August).

If tree and vegetation removal and/or project grading or activities occur during the nesting season for raptors and migratory birds (February-August), the developer and/or contractor shall hire a qualified biologist approved by the City to conduct pre-construction surveys no more than 14 days prior to initiation of tree and vegetation removal activities. The survey shall cover all areas of suitable nesting habitat within 500 feet of project activity and shall be valid for one construction season. Prior to the start of tree and vegetation removal activities, documentation of the survey shall be provided to the City of Rocklin Public Services Department and if the survey results are negative, no further mitigation is required and necessary structure removal may proceed. If there is a break in demolition activity of more than 14 days, then subsequent surveys shall be conducted.

If the survey results are positive (active nests are found), impacts shall be avoided by the establishment of appropriate buffers. The biologist shall consult with the California Department

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of Fish and Wildlife (CDFW) and the City to determine the size of an appropriate buffer area (CDFW guidelines recommend implementation of 500-foot buffers). Monitoring of the nest by a qualified biologist may be required if the activity has the potential to adversely affect an active nest.

If construction activities are scheduled to occur during the non-breeding season (September-January), a survey is not required and no further studies are necessary.

The applicant is agreeable to the above mitigation measure; implementation of the above measure will reduce impacts to nesting raptors and migratory birds to a less than significant level.

The project site contains an elderberry shrub which could provide habitat for VELB; however the portion of the site where the shrub is located is outside of the footprint of the project. To ensure protection of the elderberry shrub and VELB habitat during construction activities, the following mitigation measure, agreed to by the applicant, is being applied to the project:

IV-2. The applicant/developer shall implement the following avoidance measures during construction activities.

- 1. The area around the elderberry shrub to be avoided during construction activities will be fenced and/or flagged as close to construction limits as feasible.*
- 2. Where feasible, ground disturbing activities will not encroach within 20 feet from the dripline of an elderberry shrub.*
- 3. A qualified biologist will provide training for all contractors, work crews, and any onsite personnel on the status of the VELB, its host plant and habitat, the need to avoid damaging the elderberry shrub, and the possible penalties for noncompliance.*
- 4. A qualified biologist will monitor the work area at project appropriate intervals to assure that all avoidance and minimization measures are implemented.*
- 5. As feasible, all activities that could occur within 165 feet of an elderberry shrub will be conducted outside of the flight season of the VELB (March - July).*
- 6. Trimming, if required (unlikely due to the declining health of the elderberry shrub) will occur between November and February and will avoid the removal of any branches or stems that are ≥ 1 inch in diameter. Measures to address regular and/or large scale maintenance (trimming), if necessary, should be established in consultation with the USFWS.*
- 7. Herbicides will not be used within the drip-line of the elderberry shrub. Insecticides will not be used within 30 meters (98 feet) of an elderberry shrub. All chemicals will be applied using a backpack sprayer or similar direct application method.*
- 8. Mechanical weed removal within the drip-line of the shrub will be limited to the season when adults are not active (August - February) and will avoid damaging the elderberry shrub.*

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The applicant is agreeable to the above mitigation measure; implementation of the above measure will reduce impacts to VELB habitat to a less than significant level.

b. Riparian Habitat and Sensitive Natural Communities – No Impact. The project site is a generally flat, open field with scattered trees and 0.023 acres of disturbed seasonal wetlands. There is no riparian habitat associated with a stream, river or lake and no sensitive natural communities were identified on the project site; therefore no impact to riparian habitat or sensitive natural communities is anticipated.

c. Wetlands – Less than Significant With Mitigation. The project site contains 0.023 acres of disturbed seasonal wetlands which are subject to the U.S. Army Corps of Engineers jurisdiction. These wetlands are in poor quality and are associated primarily with roadside runoff from Sierra College Boulevard and the I-80 eastbound off-ramp. Correspondence with the U.S. Army Corps of Engineers regarding impacts to these wetlands indicated that due to the poor quality of the wetlands, no mitigation will be required as part of the Section 404 permitting process, however, the 404 permitting process will still need to be completed. To address the potential impacts to waters of the U.S. and riparian habitat, the following mitigation measure, agreed to by the applicant, is being applied to the project:

IV.-3 Prior to any grading or construction activities, the appropriate Section 404 permit will need to be acquired for any project-related impacts to waters of the U.S. Any waters of the U.S. that would be lost or disturbed should be replaced or rehabilitated on a “no-net-loss” basis in accordance with the Corps’ mitigation guidelines. Habitat restoration, rehabilitation, and/or replacement should be at a location and by methods agreeable to the Corps. In association with the Section 404 permit and prior to the issuance of improvement plans, a Section 401 water quality certification from the Regional Water Quality Control Board and a USFWS Biological Opinion (if determined necessary) shall be obtained. All terms and conditions of said permits shall be complied with.

For potential impacts to riparian habitat, the project may be required to obtain a Section 1600 Streambed Alteration Agreement (SAA) from the California Department of Fish and Wildlife. If it is determined that a SAA is required, the applicant shall obtain one and all terms and conditions of the SAA shall be complied with.

Prior to any grading or construction activities, the applicant shall submit documentation to the Public Services Department that they have obtained an Army Corps of Engineers Section 404 permit, a Regional Water Quality Control Board Section 401 water quality certification, and if applicable, a United States Fish and Wildlife Service Biological Opinion and a California Department of Fish and Wildlife Section 1600 Streambed Alteration Agreement. The applicant shall also demonstrate to the Public Services Department that they have implemented habitat restoration, rehabilitation, and/or replacement as stipulated in their Section 404 permit. The applicant shall also demonstrate to the Public Services Department how they have, or intend to,

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comply with the terms and conditions of the Section 404 permit, the Section 401 water quality certification, and if applicable, the Biological Opinion and Section 1600 Streambed Alteration Agreement.

The applicant is agreeable to the above mitigation measure; implementation of the above measure will reduce impacts to waters of the U.S. and riparian habitat to a less than significant level.

d. Fish and Wildlife Movement – *Less than Significant.* The majority of the surrounding area is developed in an urban fashion, including Interstate 80 to the west and north and Sierra College Boulevard and retail commercial uses to the east of the project. Due to the proximity of local roadways to the site (Interstate 80 and Sierra College Boulevard), the amount of surrounding development and the lack of established wildlife corridors and perennial water courses on the project site, the proposed project is not anticipated to interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or wildlife nursery sites.

e. Local Policies/Ordinances – *Less than Significant with Mitigation.* The City of Rocklin regulates the removal of and construction within the dripline of native oak trees with a trunk diameter of 6 inches or more at 4.5 feet above ground level under the Oak Tree Preservation Ordinance and the Oak Tree Preservation Guidelines. Seven oak species and five hybrids between these species are defined as “native oaks” by the City. Per the City’s oak tree ordinance, the diameter at breast height (DBH) of a multiple trunk tree is the measurement of the largest trunk only, and heritage trees are defined as native oak trees with a trunk diameter of 24 inches or more.

The City of Rocklin commissioned the firm of Phytosphere Research to evaluate, characterize, and make recommendations on the City’s urban forest, and from that effort, a 2006 report titled “Planning for the Future of Rocklin’s Urban Forest” was produced. One of the findings of this report was that the City’s overall tree canopy cover has increased from 11% in 1952 to 18% in 2003 (a 63% increase) due to the protection of existing oaks and growth of both new and existing trees. This finding supports the City’s on-going practice of requiring mitigation for oak tree removal through its Oak Tree Preservation Ordinance as being an effective way to maintain or even increase urban forest canopy.

The project site includes a total of 385 native oak trees within the boundaries of the project site, comprised of 371 Live Oaks, 9 Blue Oaks and 5 Valley Oaks. Of those 385 total native oak trees, 160 are not protected under the City’s Ordinance in that they are too small (i.e., trunk diameter is less than 6 inches DBH), resulting in a total of 225 protected oak trees on the project site. Of those 225 protected oak trees, 16 have been deemed by the project arborist to be in poor health/structure. All of the native oak trees are proposed for removal as a part of the development of the Rocklin Station project.

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To compensate for the removal of the oak trees on the project site, the following mitigation measure, agreed to by the applicant, is being applied to the project:

IV.-4 Prior to the issuance of improvement plans or grading permits, the applicant shall:

a) Clearly indicate on the construction documents that oak trees not scheduled for removal will be protected from construction activities in compliance with the pertinent sections of the City of Rocklin Oak Tree Preservation Ordinance.

b) To mitigate for the removal of oak trees on the project site, the project arborist shall provide the following information:

- The total number of surveyed oak trees;*
- The total number of oak trees to be removed;*
- The total number of oak trees to be removed because they are sick or dying, and*
- The total, in inches, of the trunk diameters at breast height (TDBH) of all surveyed oak trees on the site in each of these categories.*

c) The applicant shall pay a fee to be deposited into the City of Rocklin Tree Preservation Fund. Payments shall be calculated using the following formula:

Step 1: Trunk Diameter at Breast Height (TDBH) of all Surveyed Trees on the Site X 20% = Discount Diameter;

Step 2: TDBH of all Surveyed Trees on the Site to be Removed – Discount Diameter = Total Number of Inches of TDBH of Replacement Trees Required, and

Step 3: The applicant shall pay a fee of \$48 per inch of TDBH of Replacement Trees Required. Such payments shall be made prior to the issuance of improvement plans or grading permits, with review and approval by the Economic and Community Development Director.

The applicant is agreeable to the above mitigation measure; implementation of the above measure will reduce impacts related to oak tree removal to a less than significant level.

There are no facts or circumstances presented by the proposed project which create conflicts with other local policies or ordinances protecting biological resources.

f. Habitat Conservation Plan/Natural Communities Conservation Plan – No Impact The project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state Habitat Conservation

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Plan because the site is not subject to any such plan; therefore there is no impact related to a conflict with a habitat conservation plan or natural communities conservation plan.

V. <u>CULTURAL RESOURCES</u> Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?				X	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?		X			
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X			
d) Disturb any human remains, including those interred outside of dedicated cemeteries?		X			

DISCUSSION OF DETERMINATION:

Project Impacts:

The proposed project could affect known or unknown/undiscovered historical, archaeological, and/or paleontological resources or sites as development occurs.

Prior Environmental Analysis:

As a “program EIR” under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts that would occur to historical, cultural and paleontological resources within the Planning area as a result of the future urban development that was contemplated by the General Plan. These impacts included potential destruction or damage to any historical, cultural, and paleontological resources (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.8-1 through 4.8-21). Mitigation measures to address these impacts are incorporated into the General Plan in the Land Use and Open Space, Recreation and Conservation Elements, and include goals and policies that encourage the preservation and protection of historical, cultural and paleontological resources and the proper treatment and handling of such resources when they are discovered.

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The General Plan EIR concluded that despite these goals and policies, significant cultural resources impacts will occur as a result of development under the General Plan and further, that these impacts cannot be reduced to a less than significant level. Specifically, the General Plan EIR found that buildout of the Rocklin General Plan will contribute to cumulative impacts to historic character. Findings of fact and a statement of overriding considerations were adopted by the Rocklin City Council in regard to these impacts, which were found to be significant and unavoidable.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

Historically significant structures and sites as well as the potential for the discovery of unknown archaeological or paleontological resources as a result of development activities are discussed in the Rocklin General Plan. Policies and mitigation measures have been included in the General Plan to encourage the preservation of historically significant known and unknown areas.

All applicable mitigation measures from the General Plan EIR, including the mitigation measures for cultural resources impacts incorporated as goals and policies in the General Plan, will be applied to the project. These serve as uniformly applied development policies and standards and/or as conditions of approval for this project to ensure consistency with the General Plan and compliance with City rules and regulations.

Project-Level Environmental Analysis:

The firm of LSA Associates, Inc., a Sacramento area consulting firm with recognized expertise in cultural resources, prepared a cultural resource report for the Rocklin Station project. The report, dated December 2015, is available for review during normal business hours at the City of Rocklin Planning Department, 3970 Rocklin Road, Rocklin, CA, and is incorporated into this Mitigated Negative Declaration by this reference. City staff has reviewed the documentation and is also aware that LSA Associates, Inc. has a professional reputation that makes their conclusions presumptively credible and prepared in good faith. Based on its review of the analysis and these other considerations, City staff accepts the conclusions in the LSA Associates, Inc. report, which is summarized below.

The LSA Associates, Inc. report included records searches of the North Central Information Center, archival research, literature and map review, intensive field parcel surveys performed by qualified archaeologists, and queries sent to the Native American Heritage Commission and Native American contacts.

From these efforts two cultural resources were identified: 1) a historic-period archaeological site that includes a gravel driveway, concrete foundations, a well or cistern, a fence line and landscaping. This resource severely lacks integrity, as its setting, feeling and association have all been compromised. It does not appear eligible for listing in the National Register of Historic

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Places (NRHP) or the California Register of Historic Resources (CRHR) under any criteria and does not appear to be a historical resource or a unique archaeological resource for purposes of CEQA; 2) a single shed and associated gravel driveway. This resource severely lacks integrity, as its setting, feeling and association have all been compromised. It does not appear eligible for listing in the National Register of Historic Places (NRHP) or the California Register of Historic Resources (CRHR) under any criteria and does not appear to be a historical resource or a unique archaeological resource for purposes of CEQA. However; the project site may contain unknown cultural resources that could potentially be discovered during construction activities.

Significance Conclusions:

a. Historic Resources – No Impact. CEQA Statutes Section 21084.1 identifies historic resources as those listed in or eligible for listing in the California Register of Historic Resources, based on a range of criteria, including association with events or patterns of events that have made significant contributions to broad patterns of historical development in the United States or California, including local, regional, or specific cultural patterns (California Register Criterion 1), structures which are directly associated with important persons in the history of the state or country (Criterion 2), which embody the distinctive characteristics of type, period, or other aesthetic importance (Criterion 3), or which have the potential to reveal important information about the prehistory or history of the state or the nation (such as archaeological sites) (Criterion 4).

In addition to meeting at least one of the above criteria, the structure must typically be over 50 years old (a state guideline rather than a statutory requirement) and have retained historic integrity sufficient to be clearly evident as a historic resource through a combination of location, design, setting, materials, workmanship, feeling and association with historic patterns. The definition of “integrity” in this context is based on criteria established by the National Register of Historic Places.

The project site does not contain any historic resources as defined in §15064.5 (the project archaeologist concluded that there are no identified cultural resources on the project site that are considered eligible for the National or State Register of Historic Places/Resources); therefore no impacts to historic resources are anticipated.

b. and c. Archaeological Resources and Paleontological Resources – Less Than Significant With Mitigation. As noted above, the project site does not contain identified cultural resources but may contain unknown/undiscovered cultural resources.

To address the potential of impacts to known cultural resources and the potential discovery of unknown cultural resources, the following mitigation measure, agreed to by the applicant is being applied to the project:

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V.-1 If an inadvertent discovery of cultural materials (e.g., unusual amounts of shell, charcoal, animal bone, bottle glass, ceramics, burned soil, structure/building remains) is made during project-related construction activities, ground disturbances in the area of the find shall be halted and a qualified professional archaeologist, the Environmental Services Manager and the Native American Heritage Commission shall be notified regarding the discovery. The archaeologist shall determine whether the resource is potentially significant as per CEQA (i.e., whether it is a historical resource, a unique archaeological resource, or a unique paleontological resource) and shall develop specific measures to ensure preservation of the resource or to mitigate impacts to the resource if it cannot feasibly be preserved in light of costs, logistics, technological considerations, the location of the find, and the extent to which avoidance and/or preservation of the find is consistent or inconsistent with the design and objectives of the project. Specific measures for significant or potentially significant resources would include, but are not necessarily limited to, preservation in place, in-field documentation, archival research, subsurface testing, and excavation. The specific type of measure necessary would be determined according to evidence indicating degrees of resource integrity, spatial and temporal extent, and cultural associations, and would be developed in a manner consistent with CEQA guidelines for preserving or otherwise mitigating impacts to archaeological and cultural artifacts.

In the event of the accidental discovery or recognition of any human remains, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains, until compliance with the provisions of Sections 15064.5 (e)(1) and (2) of the CEQA Guidelines, as well as Public Resources Code Section 5097.98, has occurred. If any human remains are discovered, all work shall stop in the immediate vicinity of the find and the County Coroner shall be notified, according to Section 7050.5 of the California Health and Safety Code. The City's Environmental Services Manager shall also be notified. If the remains are Native American, the Coroner will notify the Native American Heritage Commission, which in turn will inform a most likely descendant. The descendant will then recommend to the landowner appropriate disposition of the remains and any grave goods, and the landowner shall comply with the requirements of AB2641 (2006).

The applicant is agreeable to the above mitigation measure; implementation of the above measure will reduce impacts to known and unknown/ undiscovered cultural resources to a less than significant level.

d. Human Remains – Less Than Significant With Mitigation. No evidence of human remains is known to exist at the project site. However, in the event that during construction activities, human remains of Native American origin are discovered on the site during project demolition, it would be necessary to comply with state laws relating to the disposition of Native American burials, which fall under the jurisdiction of the Native American Heritage Commission (NAHC) (Public Resources Code Section 5097). In addition, State law (CEQA Guidelines Section 15064.5 and the Health and Safety Code Section 7050.5) requires that the Mitigation Measure V.-1 be

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implemented should human remains be discovered; implementation of Mitigation Measure V.-1 will reduce impacts regarding the discovery of human remains to a less than significant level.

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VI. <u>GEOLOGY AND SOILS</u> Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zone Map issued by the state Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X		
ii) Strong seismic ground shaking?			X		
iii) Seismic-related ground failure, including liquefaction?			X		
iv) Landslides?			X		
b) Result in substantial soil erosion or the loss of topsoil?			X		
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?					X
d) Be located on expansive soil, as defined in Table I8-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X		
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X	

DISCUSSION OF DETERMINATION:

Project Impacts:

Branches of the Foothill Fault system, which are not included on the Alquist-Priolo maps, pass through or near the City of Rocklin and could pose a seismic hazard to the area including ground shaking, seismic ground failure, and landslides. Construction of the proposed project will involve clearing and grading of the site, which could render the site susceptible to a temporary increase in erosion from the grading and construction activities.

Prior Environmental Analysis:

As a “program EIR” under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts of local soils and geology on development that would occur as a result of the future urban development that was contemplated by the General Plan. These impacts included seismic hazards such as groundshaking and liquefaction, erosion, soil stability, and wastewater conflicts (City of Rocklin General Plan Update Draft EIR, 2011 pages 4.6-1 through 4.6-27). The analysis found that while development and buildout of the General Plan can result in geological impacts, these impacts would be reduced to a less than significant level through the application of development standards contained in the City’s Improvement Standards and Standard Specifications and in the Rocklin Municipal Code, the application of General Plan goals and policies that would assist in minimizing or avoiding geologic hazards and compliance with local, state and federal standards related to geologic conditions.

These goals, policies and standards include, but are not limited to, erosion control measures in the City’s Improvement Standards and Standard Specifications, the City’s Grading and Erosion and Sediment Control Ordinance, the City’s Stormwater Runoff Pollution Control Ordinance, and goals and policies in the General Plan Community Safety Element requiring soils and geotechnical reports for all new development, enforcement of the building code, and limiting development of severe slopes.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

All applicable mitigation measures from the General Plan EIR, including the mitigation measures for geology and soils impacts incorporated as goals and policies in the Rocklin General Plan will be applied to the project. These serve as uniformly applied development policies and standards and/or as conditions of approval for this project to ensure consistency with the General Plan and compliance with City ordinances, rules and regulations.

In addition, the project would be subject to the provisions of the City’s Grading and Erosion and Sediment Control Ordinance. Chapter 15.28 of the Rocklin Municipal Code, Grading and Erosion Sediment Control, regulates grading activity on all property within the City of Rocklin to

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safeguard life, limb, health, property, and public welfare; to avoid pollution of watercourses with nutrients, sediments, or other earthen materials generated or caused by surface runoff on or across the permit area; to comply with the City’s National Pollutant Discharge Elimination System permit issued by the California Regional Water Quality Control Board; and to ensure that the intended use of a graded site is consistent with the City of Rocklin General Plan, provisions of the California Building Standards Code as adopted by the City relating to grading activities, City of Rocklin improvement standards, and any applicable specific plans or other land use entitlements. This chapter (15.28) also establishes rules and regulations to control grading and erosion control activities, including fills and embankments; establishes the administrative procedure for issuance of permits; and provides for approval of plans and inspection of grading construction and erosion control plans for all graded sites.

Also, a geotechnical report, prepared by a qualified engineer, will be required with the submittal of project improvement plans. The report will provide site-specific recommendations for the construction of all features of the building foundations and structures to ensure that their design is compatible with the soils and geology of the project site.

Significance Conclusions:

a., i. and ii. Fault Rupture, Ground Shaking – *Less than Significant Impact.* The City of Rocklin is located in an area known to be subject to seismic hazards, but it is not near any designated Alquist-Priolo active earthquake faults. The Foothill Fault System has been identified in previous environmental studies as potentially posing a seismic hazard to the area; however, the Foothill Fault system is located near Folsom Lake, and not within the boundaries of the City of Rocklin. There are, however, two known and five inferred inactive faults within the City of Rocklin. Existing building code requirements are considered adequate to reduce potential seismic hazards related to the construction and operation of the proposed project to a less-than-significant level.

a., iii. and iv. Liquefaction, Landslides – *Less than Significant Impact.* The site does not contain significant grade differences and therefore, does not possess the slope/geological conditions that involve landslide hazards. The potential for liquefaction due to earthquakes and groundshaking is considered minimal due to the site specific characteristics that exist in Rocklin. Rocklin is located over a stable granite bedrock formation and much of the area is covered by volcanic mud (not unconsolidated soils which have liquefaction tendencies). Application of seismic safety, and construction and design standards contained in the City’s Improvement Standards and Standard Specifications and in the Rocklin Municipal Code would reduce risks associated with seismic hazards such as liquefaction. Compliance with these state and federal standards related to geologic conditions would reduce the potential impact from liquefaction to a less-than-significant level.

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b. Soil Erosion – *Less Than Significant Impact.* Standard erosion control measures are required by Chapter 15.28 of the Municipal Code, including revegetation and slope standards. The project proponent will be required to prepare an erosion and sediment control plan through the application of the City’s Improvement Standards and Standard Specifications as a part of the City’s development review process. The erosion and sediment control plan are reviewed against the Placer County Stormwater Management Manual and the Regional Water Quality Control Board’s Erosion and Sediment Control Field Manual. The erosion and sediment control plan includes the implementation of Best Management Practices/Best Available Technology (BMPs/BATs) to control construction site runoff. The project will also be required to comply with the City’s Grading and Erosion and Sedimentation Control Ordinance (Rocklin Municipal Code, Chapter 15.28), and the Stormwater Runoff Pollution Control Ordinance (Rocklin Municipal Code, Chapter 8.30). The application of standard erosion control measures to the proposed project, as well as compliance with the above noted Ordinances, would reduce potential erosion-related impacts to a less than significant level for on-site grading.

c. and d. Unstable and Expansive Soil – *Less Than Significant Impact.* A geotechnical report, prepared by a qualified engineer, will be required with the submittal of the project improvement plans. The report will be required to provide site-specific recommendations for the construction of all features of the building foundations and structures to ensure that their design is compatible with the soils and geology of the project site. Through the preparation of such a report and implementation of its recommendations as required by City policy during the development review process, impacts associated with unstable soil or geologic conditions would be reduced to a less than significant level.

e. Inadequate Soils for Disposal - *No Impact.* Sewer service is available to the project site and the proposed project will be served by public sewer. Septic tanks or alternative wastewater disposal systems would not be necessary; therefore there are no impacts associated with the disposal of wastewater.

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VII. <u>GREENHOUSE GAS EMISSIONS</u> Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X		
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X		

DISCUSSION OF DETERMINATION:

Project Impacts:

An individual project, even a very large project, does not in itself generate enough greenhouse gas emissions to measurably influence global climate change. Global climate change is therefore by definition a cumulative impact. A project contributes to this potential cumulative impact through its cumulative incremental contribution combined with the emissions of all other sources of greenhouse gases (GHG).

Area- and mobile-source emissions of greenhouse gases would be generated by the construction and operation of the proposed project. Neither the Placer County Air Pollution Control District nor the City of Rocklin has established significance thresholds for measuring the significance of a project’s incremental contribution to global climate change. However, individual projects can contribute to greenhouse gas emission reductions by incorporating features that reduce vehicle emissions and maximize energy-efficiency.

Prior Environmental Analysis:

As a “program EIR” under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts that would occur related to climate change and greenhouse gas emissions as a result of the future urban development that was contemplated by the General Plan. These impacts included consistency with greenhouse gas reduction measure, climate change environmental effects on the City and generation of greenhouse gas emissions (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.15-1 through 4.15-25). Mitigation measures to address these impacts are incorporated into the General Plan in the Land Use and Circulation Elements, and include goals and policies that encourage the use of alternative modes of transportation and promote mixed use and infill development.

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The General Plan EIR concluded that despite these goals and policies, significant greenhouse gas emission impacts will occur as a result of development under the General Plan and further, that these impacts cannot be reduced to a less than significant level. Specifically, the General Plan EIR found that buildout of the Rocklin General Plan will result in the generation of greenhouse gas emissions which are cumulatively considerable. Findings of fact and a statement of overriding considerations were adopted by the Rocklin City Council in regard to this impact, which was found to be significant and unavoidable.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

Generation of greenhouse gas emissions as a result of development activities are discussed in the Rocklin General Plan. Policies and mitigation measures have been included in the General Plan that encourage the use of alternative modes of transportation and promote mixed use and infill development.

All applicable mitigation measures from the General Plan EIR, including the mitigation measures for greenhouse gas emissions impacts incorporated as goals and policies in the General Plan, will be applied to the project. These serve as uniformly applied development policies and standards and/or as conditions of approval for this project to ensure consistency with the General Plan and compliance with City rules and regulations.

Project Level Environmental Analysis:

The firm of LSA Associates, Inc., a Sacramento area consulting firm with recognized expertise in air quality, prepared a Greenhouse Gas Analysis report for the proposed project. This analysis was prepared to estimate the project’s greenhouse gas emissions from construction activities, motor vehicle trips, and utility use. Their report, dated June 27, 2017, is available for review during normal business hours at the City of Rocklin Planning Department, 3970 Rocklin Road, Rocklin, CA and is incorporated into this Mitigated Negative Declaration by this reference. City staff has reviewed the documentation and is also aware that LSA Associates, Inc. has a professional reputation that makes its conclusions presumptively credible and prepared in good faith. Based on its review of the analysis and these other considerations, City staff accepts the conclusions in the LSA Associates, Inc. report, which is summarized below.

Greenhouse Gas Setting

Gases that trap heat in the atmosphere are referred to as greenhouse gas (GHG) emissions because they capture heat radiated from the sun as it is reflected back into the atmosphere, similar to a greenhouse. The accumulation of GHG emissions has been implicated as a driving force for Global Climate change. Definitions of climate change vary between and across regulatory authorities and the scientific community, but in general can be described as the

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changing of the earth's climate caused by natural fluctuations and the impact of human activities that alter the composition of the global atmosphere.

Emissions of greenhouse gases (GHGs) contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential and agricultural sectors. Therefore, the cumulative global emission of GHGs contributing to global climate change can be attributed to every nation, region, city and virtually every individual on Earth. A project's GHG emissions are at a micro-scale relative to global emissions, but could result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact

The major concern is that increases in GHG emissions are causing Global Climate Change. Global Climate Change is a change in the average weather on earth that can be measured by wind patterns, storms, precipitation, and temperature. Although there is disagreement as to the speed of global warming and the extent of the impacts attributable to human activities, the vast majority of the scientific community now agrees that there is a direct link between increased GHG emissions and long term global temperature increases. Potential global warming impacts in California may include, but are not limited to, loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, more drought years, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity. In California, GHGs are defined to include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), sulfur hexafluoride (SF₆), perfluorocarbons (PFCs), nitrogen trifluoride (NF₃), and hydrofluorocarbons. To account for the warming potential of GHGs, GHG emissions are quantified and reported as CO₂ equivalents (CO₂e).

An individual project, even a very large project, does not in itself generate enough greenhouse gas emissions to measurably influence global climate change. Global climate change is therefore by definition a cumulative impact. A project contributes to this potential cumulative impact through its cumulative incremental contribution combined with the emissions of all other sources of greenhouse gases (GHG). In assessing cumulative impacts, it must be determined if a project's incremental effect is "cumulatively considerable" (CEQA Guidelines Sections 15064 (h)(1) and 15130). To make this determination, the incremental impacts of the project must be compared to with the effects of past, current and probable future projects. To gather sufficient information on a global scale of all past, current, and probable future projects to make this determination is a difficult, if not impossible, task.

Regulatory Framework

In September 2006, then Governor Arnold Schwarzenegger signed AB 32, the California Climate Solutions Act of 2006. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by the year 2020. AB 32 delegated the authority for its implementation to the California Air Resources Board (CARB) and directs CARB to enforce the statewide cap. In accordance with AB

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32, CARB prepared the *Climate Change Scoping Plan* (Scoping Plan) for California, which was approved in 2008. The Scoping Plan provides the outline for actions to reduce California’s GHG emissions. Based on the reduction goals called for in the 2008 Scoping Plan, a 29 percent reduction in GHG levels relative to a Business As Usual (BAU) scenario would be required to meet 1990 levels by 2020. The BAU condition is project and site specific and varies. The BAU scenario is based on what could or would occur on a particular site in the year 2020 without implementation of a proposed project or consideration of any State regulation emission reductions or voluntary GHG reduction measures. The CARB, per the 2008 Scoping Plan, explicitly recommends that local governments utilize a 15 percent GHG reduction below “today’s” levels by 2020 to ensure that community emissions match the State’s reduction target, where today’s levels would be considered 2010 BAU levels.

In 2011, the baseline or BAU level for the Scoping Plan was revised to account for the economic downturn and State regulation emission reductions (i.e., Pavley, Low Carbon Fuel Standard [LCFS], and Renewable Portfolio Standard [RPS]). Accordingly, the Scoping Plan emission reduction target from BAU levels required to meet 1990 levels by 2020 was modified from 29 percent to 21.7 percent where the BAU level is based on 2010 levels singularly, or 16 percent where the BAU level is based on 2010 levels and includes State regulation emission reductions noted above. The amended Scoping Plan was re-approved August 24, 2011.

The Scoping Plan must be updated every five years. The *First Update to the Climate Change Scoping Plan* (Scoping Plan Update) was approved by CARB on May 22, 2014 and builds upon the initial Scoping Plan with new strategies and recommendations. The Scoping Plan Update highlights the State’s progress towards the 2020 GHG emission reduction goals defined in the original Scoping Plan and evaluates how to align the State’s longer-term GHG reduction strategies with other State policy priorities for water, waste, natural resources, clean energy, transportation and land use. According to the Scoping Plan Update, the State is on track to meet the 2020 GHG goal and has created a framework for ongoing climate action that could be built upon to maintain and continue economic sector-specific reductions beyond 2020, on the path to 80 percent below 1990 levels by 2050, as required by AB 32.

Significance Criteria

The PCAPCD, as part of the Sacramento Regional GHG Thresholds Committee, has developed regional GHG emission thresholds. The thresholds were based on project data provided by the PCAPCD and other regional air districts, including the Sacramento Air Quality Management District (SMAQMD). The SMAQMD adopted the thresholds, and the PCAPCD recommends using their adopted threshold of 1,100 metric tons of CO₂ equivalent units per year (MTCO₂e/year) for construction and operation. Projects exceeding the 1,100 MTCO₂e/year GHG screening level threshold of significance would be required to perform a further detailed analysis showing whether the project would comply with AB 32 reduction goals. For that further detailed analysis and in accordance with CARB and PCAPCD recommendations, the City of Rocklin, as lead

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agency, requires a quantitative GHG analysis for development projects in order to demonstrate that such a project would promote sustainability and implement operational GHG reduction strategies that would reduce the project’s GHG emissions from BAU levels by 15 percent; that 15 percent reduction threshold is in compliance with AB 32 and CARB’s recommendation from the 2008 Scoping Plan that local governments utilize a 15 percent reduction below 2010 BAU levels by 2020. It should be noted that although CARB’s 2011 Scoping Plan emission reduction target modified the State’s overall emission reduction target from 29 percent to 21.7 percent, the 2011 Scoping Plan did not provide a specific recommendation for emission reductions for local governments and thus the City of Rocklin has chosen to continue to apply the 15 percent emission reduction target from the 2008 Scoping Plan. In accordance with the reduction recommendation set forth in the 2008 Scoping Plan for local governments, the City of Rocklin, as lead agency, utilizes a threshold of a 15 percent reduction from BAU levels, where BAU levels are based on 2010 levels, compared to a project’s estimated 2020 levels. Therefore, if the proposed project does not meet the 1,100 metric tons screening threshold and it also does not show a 15 percent reduction of project-related GHG emissions between BAU levels and estimated 2020 levels, the project would be considered to result in a cumulatively considerable contribution to global climate change.

The significance thresholds discussed above are the PCAPCD’s previously recommended thresholds of significance for use in the evaluation of greenhouse gas emission impacts associated with proposed development projects. The PCAPCD recently adopted new thresholds of significance for use in the evaluation of greenhouse gas emission impacts associated with proposed development projects, but the City of Rocklin, as lead agency and in consultation with the PCAPCD, is considering a phased in approach of the newly proposed thresholds and for this analysis is utilizing the PCAPCD’s previously recommended thresholds of significance for CEQA evaluation purposes.

Significance Conclusions:

a. and b.) Generate Greenhouse Gas and Conflict with Greenhouse Gas Plan – *Less Than Significant Impact.* Implementation of the proposed project would cumulatively contribute to increases of GHG emissions. Estimated GHG emissions attributable to future development would be primarily associated with increases of carbon dioxide (CO₂) and, to a lesser extent, other GHG pollutants, such as methane (CH₄) and nitrous oxide (N₂O) associated with mobile sources or vehicles, utilities (electricity and natural gas), water usage, wastewater generation, and the generation of solid waste. Because the proposed project involves increased vehicle use in the area, the GHG emissions related to increased vehicle use in the area must be analyzed. The common unit of measurement for GHG is expressed in terms of annual metric tons of CO₂ equivalents (MT CO₂e), based on the global warming potential of the individual pollutants.

The short-term maximum annual emissions of GHG associated with construction of the proposed project are estimated to be 578 MTCO₂e, which is below the 1,100 MTCO₂e/year

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threshold. Construction GHG emissions are a one-time release and are, therefore, not typically expected to generate a significant contribution to global climate change. Due to the size of the proposed project, the project's estimated construction-related GHG contribution to global climate change would be considered negligible on the overall global emissions scale.

The long-term operational GHG emissions estimate for the proposed project incorporates the project's potential area source and vehicle emissions, emissions associated with utility and water usage, and the generation of wastewater and solid waste. The annual GHG emissions associated with the proposed project in the year 2019 would be 3,597 MTCO₂e/year which is higher than the 1,100 MTCO₂e significance threshold. Therefore the project must meet the 15% reduction below 2010 BAU emission levels by 2020. The estimated annual GHG emissions in 2010 are 6,424 MTCO₂e and in 2020 are 3,396 MTCO₂e which represents a 47% decrease in annual GHG emissions and which meets the City's reduction criteria of 15% below 2010 emissions levels by 2020. Therefore, the proposed project would therefore not hinder the State's ability to reach the GHG reduction target nor conflict with any applicable plan, policy, or regulation related to GHG reduction and the impact of the proposed project on global climate change is considered less than significant and no mitigation measures are required.

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VIII. <u>HAZARDS AND HAZARDOUS MATERIALS</u> Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X		
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.			X		
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			X		
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X	
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X	
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X		
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?			X		

DISCUSSION OF DETERMINATION:

Project Impacts:

As discussed below, compliance with the mitigation measures incorporated into the General Plan goals and policies and applicable City Code and compliance with applicable Federal, State and local laws and regulations would reduce impacts related to hazards and hazardous materials to a less-than-significant level.

Prior Environmental Analysis:

As a “program EIR” under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated human health and hazards impacts that would occur as a result of the future urban development that was contemplated by the General Plan. These impacts included wildland fire hazards, transportation, use and disposal of hazardous materials, and emergency response and evacuation plans (City of Rocklin General Plan Update Draft EIR, 2011 pages 4.7-1 through 4.7-30). The analysis found that while development and buildout of the Rocklin General Plan can introduce a variety of human health and hazards impacts, these impacts would be reduced to a less than significant level through the application of development standards in the Rocklin Municipal Code, the application of General Plan goals and policies that would assist in minimizing or avoiding hazardous conditions, and compliance with local, state and federal standards related to hazards and hazardous materials.

These goals, policies and standards include, but are not limited to, Chapter 2.32 of the Rocklin Municipal Code which requires the preparation and maintenance of an emergency operations plan, preventative measures in the City’s Improvement Standards and Standard Specifications, compliance with local, state and federal standards related to hazards and hazardous materials and goals and policies in the General Plan Community Safety and Open Space, Conservation and Recreation Elements requiring coordination with emergency management agencies, annexation into fee districts for fire prevention/suppression and medical response, incorporation of fuel modification/fire hazard reduction planning, and requirements for site-specific hazard investigations and risk analysis.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

All applicable mitigation measures from the General Plan EIR, including the mitigation measures for human health and hazards impacts incorporated as goals and policies in the General Plan and the City’s Improvement Standards, will be applied to the project. These serve as uniformly applied development policies and standards and/or as conditions of approval for this project to ensure consistency with the General Plan and compliance with the Rocklin Municipal Code and other City rules and regulations.

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In addition, Chapter 2.32 of the Rocklin Municipal Code requires the development of emergency procedures in the City through the Emergency Operations Plan. The Emergency Operations Plan provides a framework to guide the City’s efforts to mitigate and prepare for, respond to, and recover from major emergencies or disasters. To implement the Emergency Operations Plan, the City has established a Disaster Council, which is responsible for reviewing and recommending emergency operations plans for adoption by the City Council. The Disaster Council plans for the protection of persons and property in the event of fires, floods, storms, epidemic, riot, earthquake and other disasters.

Significance Conclusion:

a. and b. Transport, Use or Disposal of Hazardous Materials, Release of Hazardous Materials – Less than Significant Impact. Construction, operation and maintenance activities would use hazardous materials, including fuels (gasoline and diesel), oils and lubricants; paints and paint thinners; glues; cleaners (which could include solvents and corrosives in addition to soaps and detergents), and fertilizers, pesticides, herbicides and yard/landscaping equipment. While these products noted above may contain known hazardous materials, the volume of material would not create a significant hazard to the public through routine transport, use, or disposal and would not result in a reasonably foreseeable upset and accident condition involving the release of hazardous materials. Compliance with various Federal, State, and local laws and regulations (including but not limited to Titles 8 and 22 of the Code of California Regulations, Uniform Fire Code, and Chapter 6.95 of the California Health and Safety Code) addressing hazardous materials management and environmental protection would be required to ensure that there is not a significant hazardous materials impact associated with the construction, operation and maintenance of the proposed project.

c. Hazardous Emissions Near Schools – No Impact. There are no schools within one-quarter mile (1,320 feet) of the project site. The closest school is Sierra College on Rocklin Road which is approximately 1,800 feet away. Retail commercial projects of this nature would not typically emit any significant amounts of hazardous materials, substances, or waste or be involved in the transportation of hazardous materials, substances, or waste. Further, there are existing rules and regulations, as indicated above, that address hazardous materials management and environmental protection. Therefore, there is no impact related to hazardous emissions or hazardous materials within one quarter mile of a school.

d. Hazardous Site List – Less Than Significant. The project site is not on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Government Code 65962.5 is known as the Cortese List. The Cortese database identifies public drinking water wells with detectable levels of contamination, hazardous substance sites selected for remedial action, sites with known toxic material identified through the abandoned site assessment program, sites with Underground Storage Tanks (USTs) having a reportable release and all solid waste disposal facilities from which there is known migration. The Department of Toxic

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Substances Control (DTSC) EnviroStor database and State Water Resources Control Board GeoTracker database were searched on May 26, 2017 and no hazardous sites were identified on the project site. Therefore, there is not impact related to a hazardous materials site on the project site.

e. and f. Public Airport Hazards and Private Airport Hazards – No Impact. The project is not located within an airport land use plan, or within two miles of a public airport or public use airport; therefore there is no public or private airport hazard impact.

g. Emergency Response Plan – Less than Significant Impact. The City’s existing street system, particularly arterial and collector streets, function as emergency evacuation routes. The project’s design and layout will not impair or physically interfere with the street system emergency evacuation route or impede an emergency evacuation plan; therefore a less than significant impact on emergency routes/plans would be anticipated.

h. Wildland Fires – Less Than Significant Impact. The project site is located in a partly developed retail commercial area, surrounded by suburban development including other structures and roadways. Additionally, the proposed project has been reviewed by the Rocklin Fire Department and has been designed with adequate emergency access for use by the Rocklin Fire Department to reduce the risk of loss, injury or death involving wildland fires to a less than significant level.

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IX. <u>HYDROLOGY AND WATER QUALITY</u> Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Violate any water quality standards or waste discharge requirements?			X		
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X		
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			X		
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			X		
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X		
f) Otherwise substantially degrade water quality?			X		
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary of Flood Insurance Rate Map or other flood hazard delineation map?			X		
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?			X		

IX. HYDROLOGY AND WATER QUALITY (cont'd.) Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			X		
j) Inundation by seiche, tsunami, or mudflow?			X		

DISCUSSION OF DETERMINATION:

Project Impacts:

The proposed project would involve grading activities that would remove vegetation and expose soil to wind and water erosion and potentially impact water quality. Waterways in the Rocklin area have the potential to flood and expose people or structures to flooding. Additional impervious surfaces would be created with the development of the proposed project.

Prior Environmental Analysis:

As a “program EIR” under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated hydrology and water quality impacts that would occur as a result of the future urban development that was contemplated by the General Plan. These impacts included water quality, ground water quality and supply, drainage, flooding, risks of seiche, tsunami and mudflow (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.9-1 through 4.9-37). The analysis found that while development and buildout of the General Plan can result in hydrology and water quality impacts, these impacts would be reduced to a less than significant level through the application of development standards contained in the City’s Improvement Standards and Standard Specifications and in the Rocklin Municipal Code, the application of General Plan goals and policies related to hydrology, flooding and water quality, and compliance with local, state, and federal water quality standards and floodplain development requirements.

These goals, policies and standards include, but are not limited to, flood prevention and drainage requirements in the City’s Improvement Standards and Standard Specifications, the City’s Grading and Erosion and Sediment Control Ordinance, the Stormwater Runoff Pollution Control Ordinance, the State Water Resources Control Board General Construction Activity Storm Water Permit requirements, and goals and policies in the General Plan Open Space, Conservation and Recreation and Safety Elements requiring the protection of new and existing development from flood and drainage hazards, the prevention of storm drainage run-off in

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excess of pre-development levels, the development and application of erosion control plans and best management practices, the annexation of new development into existing drainage maintenance districts where warranted, and consultation with the Placer County Flood Control and Water Conservation District and other appropriate entities.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

All applicable mitigation measures from the General Plan EIR as well as relevant standards from the City’s Improvement Standards for hydrology and water quality impacts will be applied to the project. These serve as uniformly applied development policies and standards and/or as conditions of approval for this project to ensure consistency with the General Plan and compliance with the Rocklin Municipal Code and other City rules and regulations.

The project would be subject to the provisions of the City’s Grading and Erosion and Sediment Control Ordinance. Chapter 15.28 of the Rocklin Municipal Code, Grading and Erosion Sediment Control, regulates grading activity on all property within the City of Rocklin to safeguard life, limb, health, property, and public welfare; to avoid pollution of watercourses with nutrients, sediments, or other earthen materials generated or caused by surface runoff on or across the permit area; to comply with the City’s National Pollutant Discharge Elimination System permit issued by the California Regional Water Quality Control Board; and to ensure that the intended use of a graded site is consistent with the City of Rocklin General Plan, provisions of the California Building Standards Code as adopted by the City relating to grading activities, City of Rocklin improvement standards, and any applicable specific plans or other land use entitlements. This chapter (15.28) also establishes rules and regulations to control grading and erosion control activities, including fills and embankments; establishes the administrative procedure for issuance of permits; and provides for approval of plans and inspection of grading construction and erosion control plans for all graded sites. Chapter 8.30 of the Rocklin Municipal Code, Stormwater Runoff Pollution Control Ordinance, prohibits the discharge of any materials or pollutants that cause or contribute to a violation of applicable water quality standards, other than stormwater, into the municipal storm drain system or watercourse. Discharges from specified activities that do not cause or contribute to the violation of plan standards, such as landscape irrigation, lawn watering, and flows from fire suppression activities, are exempt from this prohibition.

In addition, the project would be required to prepare an erosion and sediment control plan through the application of the City’s Improvement Standards and Standard Specifications that are a part of the City’s development review process.

Significance Conclusions:

a., c., d., e. and f. Water Quality Standards and Drainage – *Less than Significant Impact.* Storm water runoff from the project site will be collected in stormwater drainage pipes and then

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directed through water quality treatment devices/areas as Best Management Practices (BMP) and/or Low Impact Development (LID) features and then into the City's storm drain system. The purpose of the BMP/LID features is to ensure that potential pollutants are filtered out before they enter the storm drain system. The City's storm drain system maintains the necessary capacity to support development on the proposed project site. Therefore, violations of water quality standards or waste discharge requirements are not anticipated.

To address the potential for polluted water runoff during project construction, the project would be required to prepare an erosion and sediment control plan through the application of the City's Improvement Standards and Standard Specifications as a part of the City's development review process. The erosion and sediment control plan are reviewed against the Placer County Stormwater Management Manual and the Regional Water Quality Control Board's Erosion and Sediment Control Field Manual. The erosion and sediment control plan includes the implementation of Best Management Practices/Best Available Technology (BMPs/BATs) to control construction site runoff. The project will also be required to comply with the City's Grading and Erosion and Sedimentation Control Ordinance (Rocklin Municipal Code, Chapter 15.28), and the Stormwater Runoff Pollution Control Ordinance (Rocklin Municipal Code, Chapter 8.30), which includes the preparation of a Stormwater Pollution Prevention Plan (SWPPP). The proposed project would not alter the course of a stream or a river.

The proposed project would not substantially alter the existing drainage pattern of the site or area because the City's policies of requiring new developments to detain on-site drainage such that the rate of runoff flow is maintained at pre-development levels (unless the Placer County Flood Control and Water Conservation District's Flood Control Manual requires otherwise) and to coordinate with other projects' master plans to ensure no adverse cumulative effects will be applied. Per the Placer County Flood Control and Water Conservation District Dry Creek Watershed Flood Control Plan, onsite stormwater detention is generally not recommended anywhere in the Dry Creek watershed because it has been determined that on-site detention would be detrimental to the overall watershed, unless existing downstream drainage facilities cannot handle post-construction runoff from the project site. In this instance the project has not been designed to provide on-site detention. Substantial erosion, siltation or flooding, on- or off-site, and exceedance of the capacity of existing or planned drainage systems would not be anticipated to occur.

Therefore, impacts related to water quality, water quality standards and drainage would be less than significant.

b. Groundwater Supplies – *Less than significant.* The project will use domestic water from the Placer County Water Agency and not use wells or groundwater; therefore existing groundwater resources will not be depleted. The City's policies of requiring new developments to retain on-site drainage such that the rate of runoff flow is maintained at pre-development levels and

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implementation of Low Impact Development features will ensure that groundwater recharge rates are also maintained at pre-development levels. Therefore, there is a less than significant groundwater supply impact.

g., h., i. and j. Flooding, Inundation by Tsunami, Seiche, or Mudflow – Less Than Significant Impact. According to FEMA flood maps (Map Panel 06061CO418F, effective date June 8, 1998) the developable portion of the project site is located in flood zone X, which indicates that the project is not located within a 100-year flood hazard area and outside of the 500-year flood hazard area. The project site is not located within the potential inundation area of any dam or levee failure, nor is the project site located sufficiently near any significant bodies of water or steep hillsides to be at risk from inundation by a seiche, tsunami, or mudflow. Therefore the proposed project will not expose people or structures to a significant risk or loss, injury, or death as a result of flooding nor will the project be subject to inundation by tsunami, seiche or mudflow and a less than significant impact would be anticipated

X. <u>LAND USE AND PLANNING</u> Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Physically divide an established community?				X	
b) Conflict with any applicable land use plan, policy, regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			X		
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X	

DISCUSSION OF DETERMINATION:

Project Impacts:

Approval of the project would allow the construction of a retail commercial center on a 6.64 +/- acre site. The project site is designated Retail Commercial (RC) on the General Plan land use map and is zoned Planned Development – Commercial (PD-C). The project requires Design

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Review, Tentative Parcel Map, Conditional Use Permit and Oak Tree Preservation Permit entitlements to allow for a retail commercial center as is being proposed. As discussed below, land use impacts are not anticipated.

Prior Environmental Analysis:

As a “program EIR” under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts on land use as a result of the future urban development that was contemplated by the General Plan. These impacts included dividing an established community and potential conflicts with established land uses within and adjacent to the City (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.1-1 through 4.1-38). The analysis found that while development and buildout of the General Plan can result in land use impacts, these impacts would be reduced to a less than significant level through the application of General Plan goals and policies that would assist in minimizing or avoiding land use impacts.

These goals and policies include, but are not limited to goals and policies in the General Plan Land Use Element requiring buffering of land uses, reviewing development proposals for compatibility issues, establishing and maintaining development standards and encouraging communication between adjacent jurisdictions.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

All applicable mitigation measures from the General Plan EIR, including the mitigation measures for impacts to land use incorporated as goals and policies in the Rocklin General Plan, will be applied to the project. These serve as uniformly applied development policies and standards and/or as conditions of approval for this project to ensure consistency with the General Plan and compliance with City rules and regulations.

Significance Conclusions:

a. Division of Community – No Impact. The proposed project site is currently vacant and the entire project is within the City of Rocklin. The proposed project would construct a retail commercial center at this location, which would not physically divide an established community. Therefore there is no division of community impact.

b. Plan Conflict – Less than Significant Impact. The project site is designated Retail Commercial (C) on the General Plan land use map and is zoned Planned Development – Commercial (PD-RC). The project requires Design Review, Tentative Parcel Map, Conditional Use Permit and Oak Tree Preservation Permit entitlements to allow for a retail commercial Center as is being proposed. The proposed project will be consistent with the site’s land use and zoning designations and the development of the project would not conflict with land use designations

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and would have a less than significant impact related to conflicts with land use plans, policies or regulations.

c. Habitat Plan Conflict - No Impact. There are no habitat conservation plans or natural community conservation plans which apply to the project site, and there would be no impact on such plans.

XI. <u>MINERAL RESOURCES</u> Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X	
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X	

DISCUSSION OF DETERMINATION:

Project Impacts:

As discussed below, no impact is anticipated because the project site does not contain known mineral resources.

Significance Conclusions:

a. and b. Mineral Resources – No Impact. The Rocklin General Plan and associated EIR analyzed the potential for “productive resources” such as, but not limited to, granite and gravel (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.6-4 through 4.6-5 and 4.6-17). The City of Rocklin has no mineral resources as classified by the State Geologist. The City has no known or suspected mineral resources that would be of value to the region and to residents of the state. The project site is not delineated in the Rocklin General Plan or any other plans as a mineral resource recovery site. Mineral resources of the project site have not changed with the passage of time since the General Plan EIR was adopted. Based on this discussion, the project is not anticipated to have a mineral resources impact.

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XII. <u>NOISE</u> Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X		
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X		
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X		
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X		
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X	
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X	

DISCUSSION OF DETERMINATION:

Project Impacts:

As discussed below, development of the proposed project will result in an increase in short-term noise impacts from construction activities. Compliance with the mitigation measures incorporated into the General Plan goals and policies, and the City of Rocklin Construction Noise Guidelines would reduce noise related impacts to a less-than-significant level.

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Prior Environmental Analysis:

As a “program EIR” under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts of noise associated with the future urban development that was contemplated by the General Plan. These impacts included construction noise, traffic noise, operational noise, groundborne vibration, and overall increased in noise resulting from implementation of the General Plan Update (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.5-1 through 4.5-48).

Mitigation measures to address these impacts are incorporated into the General Plan in the Noise Element, which includes policies that require acoustical analyses to determine noise compatibility between land uses, application of stationary and mobile noise source sound limits/design standards, restriction of development of noise-sensitive land uses unless effective noise mitigations are incorporated into projects, and mitigation of noise levels to ensure that the noise level design standards of the Noise Element are not exceeded.

The General Plan EIR concluded that, despite these goals and policies, significant noise impacts will occur as a result of development under the General Plan and further, that these impacts cannot be reduced to a less than significant level. Specifically, the General Plan EIR found that buildout of the Rocklin General Plan will result in exposure of persons to, or generation of, noise levels in excess of applicable noise standards, will result in exposure to surface transportation noise sources and stationary noise sources in excess of applicable noise standards and will contribute to cumulative transportation noise impacts within the Planning Area. Findings of fact and a statement of overriding consideration were adopted by the Rocklin City Council in regard to these impacts, which were found to be significant and unavoidable.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

All applicable mitigation measures from the General Plan EIR, including the mitigation measures for impacts associated with noise incorporated as goals and policies in the Rocklin General Plan, will be applied to the project. These serve as uniformly applied development policies and standards and/or as conditions of approval for this project to ensure consistency with the General Plan and compliance with City rules and regulations.

Project-Level Environmental Analysis:

The firm of LSA Associates, Inc., a Sacramento area consulting firm with recognized expertise in noise, prepared an environmental noise assessment of the proposed project. Their report, dated February 2017 is available for review during normal business hours at the City of Rocklin Planning Department, 3970 Rocklin Road, Rocklin, CA, and is incorporated into this Mitigated Negative Declaration by this reference. City staff has reviewed the documentation and is also aware that LSA Associates, Inc. has a professional reputation that makes its conclusions

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presumptively credible and prepared in good faith. Based on its review of the analysis and these other considerations, City staff accepts the conclusions in the LSA Associates, Inc. report, which is summarized below.

Background Information on Noise

Noise is a subjective reaction to different types of sounds. Noise is typically defined as (airborne) sound that is loud, unpleasant, unexpected or undesired, and may therefore be classified as a more specific group of sounds. Perceptions of sounds and noise are highly subjective from person to person. The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by A-weighted sound levels. There is a strong correlation between A-weighted sound levels (expressed as dBA) and the way the human ear perceives sound and for this reason, the A-weighted sound level has become the standard tool of environmental noise assessment.

Measuring sound directly would require a very large and awkward range of numbers, so to avoid this, the decibel (dB) scale was devised. The decibel scale is logarithmic, not linear. In other words, two sound levels 10 dB apart differ in acoustic energy by a factor of 10. When the standard logarithmic scale is A-weighted, an increase of 10 dBA is generally perceived as a doubling in loudness. For example, a 70 dBA sound is half as loud as an 80 dBA sound, and twice as loud as a 60 dBA sound.

Community noise is commonly described in terms of the ambient noise level, which is defined as the all-encompassing noise level associated with a given environment. A common statistical tool is the average, or equivalent, sound level (L_{eq}). The L_{eq} is the foundation of the composite noise descriptor, L_{dn} , and shows very good correlation with community response to noise. The day/night average level (L_{dn}) is based upon the average noise level over a 24-hour day, with a +10 dB weighting applied to noise occurring during nighttime (10:00 p.m. – 7:00 a.m.) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because L_{dn} represents a 24-hour average, it tends to disguise short-term variations in the noise environment.

The City of Rocklin General Plan includes criteria for stationary (non-transportation) and transportation noise sources. For transportation noise sources, the maximum allowable exterior noise level standard for outdoor activity areas is 60 dB Ldn and the maximum allowable interior noise level standard is 45 dB Ldn. For stationary noise sources, the maximum allowable daytime noise level standard is 55 dB Leq for daytime hours (7:00 a.m. to 10:00 p.m.) and the maximum allowable nighttime noise level standard is 45 dB Leq for nighttime hours (10:00 p.m. to 7:00 a.m.).

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Noise Sources

The noise source concerns for this project are associated with transportation sources from nearby roadways and stationary sources from the drive-through restaurants, shops, and auto service shop.

Noise impacts associated with these noise sources were evaluated and compared to noise level performance criteria for transportation noise sources contained within the City of Rocklin General Plan Noise Element.

Sensitive Receptors

The City of Rocklin General Plan does not have exposure standards for commercial land uses however there are noise sensitive receptors in the vicinity of the project. Noise sensitive receptors include residences, schools, hospitals, churches and similar uses that are sensitive to noise. Sensitive land uses in the vicinity include the Lifehouse Church located approximately 115 feet to the south of the project site on Sierra College Boulevard and single family homes located approximately 950 feet to the south of the project site.

Traffic Noise

To determine traffic noise levels on the project site, LSA Associates, Inc. took short-term and long-term noise measurements at three locations on the project site and utilized project generated average daily traffic as documented in the project’s traffic impact analysis as an input into the FHWA traffic noise model. The table below shows the current and predicted future traffic noise levels on nearby roadways.

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CURRENT AND PREDICTED FUTURE TRAFFIC NOISE LEVELS						
Roadway Segment	Existing 2015	Project 2015		No Project 2040	Project 2040	
	CNEL (dBA) 50 Feet From Centerline of Outermost Lane	CNEL (dBA) 50 Feet From Centerline of Outermost Lane	CNEL Increase Over 2015 Baseline (dBA)	CNEL (dBA) 50 Feet From Centerline of Outermost Lane	CNEL (dBA) 50 Feet From Centerline of Outermost Lane	CNEL Increase Over 2040 Baseline (dBA)
Sierra College Blvd. -Granite Drive to Commons Drive	66.9	67.1	0.2	68.6	68.7	0.1
Sierra College Blvd. -Commons Dr. to Crossings Dr.	68	68.4	0.4	70	70.2	0.2
Sierra College Blvd. -Crossings Dr. to Schriber Way	65.1	67.4	2.3	68.5	68.9	0.4
Sierra College Blvd. -Schriber Way to Dominguez Rd.	66.1	65.9	-0.2	67.4	67.3	-0.1
Sierra College Blvd. -Dominguez Rd. south	67.9	68.1	0.2	70.4	70.5	0.1

Source: LSA Associates, Inc., 2017

As shown, the estimated traffic noise levels associated with the project would increase 0.2 to 2.3 dBA CNEL over 2015 baseline levels and 0.1 to 0.4 dBA CNEL over the predicted 2040 baseline levels. The greatest increase would be in the area between the I-80 off-ramp and the project entrance at Schriber Way. However, the increase would be minimal and there are no sensitive receptors in the vicinity. Therefore, no traffic noise reduction measures would be required.

Stationary Sources

Stationary sources of noise associated with the project are the drive-through restaurants, shops and auto service shop.

Drive-through speakers produce noise levels up to 72 dBA at a distance of 4 feet, however they operate intermittently. The drive-through speaker closest to the Lifehouse Church is 50 feet from the property line and noise would attenuate to 43 dBA therefore the speaker noise would not exceed the City's 55 dB daytime or 45 dB nighttime standard.

Auto service shop noise levels associated with air grinders, air compressors, and pneumatic lifts can reach up to 114 dBA. Section 17.57.050 of the City of Rocklin Municipal Code requires auto service shops to be fully enclosed with a standard building enclosure. The enclosure and distance attenuation will reduce noise levels to a maximum of 41 dBA or 51 dBA with shop doors open. These noise levels are within the City's 55 dB daytime standard.

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Delivery Noise

Additional on-site stationary noise sources would include delivery trucks and parking lot noise and of those sources, noise generated by delivery truck activity would generate the maximum noise levels. Delivery truck loading and unloading activities would result in maximum noise levels. Loading and unloading activities could generate noise levels from 68 to 78 dBA at the closest receptor, Lifehouse Church. Peak noise levels would be intermittent and when averaged over a one hour period would be much lower than the peak noise levels, and, therefore, would not be expected to exceed the City's 45 dB nighttime noise standard. In addition, Lifehouse Church would not be expected to be operational during 10:00 p.m. and 7:00 a.m.; therefore delivery noise associated with the project would not affect noise levels at nearby sensitive receptors.

Significance Conclusions:

a., b., c., and d. Exposure to Noise, Increase in Noise – *Less than Significant Impact.* The primary goal for the City of Rocklin General Plan with respect to noise is: "To protect City residents from the harmful and annoying effects of exposure to excessive noise". To implement that goal, the City has adopted Noise Compatibility Guidelines prepared by the State Office of Noise Control. The objective of the Noise Compatibility Guidelines is to assure that consideration is given to the sensitivity to noise of a proposed land use in relation to the noise environment in which it is proposed to be located.

Potential noise impacts can be categorized into short-term construction noise impacts and long-term or permanent noise impacts. The City has adopted standard conditions for project approvals which address short-term impacts. These include limiting traffic speeds to 25 mph and keeping equipment in clean and tuned condition. The proposed project would be subject to these standard conditions. The proposed project would also be subject to the City of Rocklin Construction Noise Guidelines, including restricting construction-related noise generating activities within or near residential areas to between 7:00 a.m. and 7:00 p.m. on weekdays, and between 8:00 a.m. and 7:00 p.m. on weekends to the satisfaction of the City Engineer or Building Official. Therefore, impacts associated with increases in the ambient noise environment during construction would be less than significant.

The project would not substantially increase noise levels at sensitive receptor locations or within the project vicinity. In addition, there are no nighttime operational noise sources that would exceed the City's nighttime 45 dB noise standard and no daytime operational noise sources that would exceed the City's daytime 55 dB noise standard. The traffic noise levels associated with the project would minimally increase and there are no sensitive receptors in the vicinity of the increased traffic noise levels. Therefore, noise reduction measures will not be required and a less than significant impact is expected.

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e. and f. Public and Private Airport Noise – *No Impact*. The City of Rocklin, including the project site, is not located within an airport land use plan or within two miles of an airport, and is therefore not subject to obtrusive aircraft noise related to airport operations. Therefore, there is no airport related noise impact.

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XIII. <u>POPULATION AND HOUSING</u> Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure.)			X		
b) Displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere?				X	
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X	

DISCUSSION OF DETERMINATION:

Project Impacts:

The proposed project will result in the construction of a retail commercial center, which would not induce substantial population growth or displace substantial numbers of people.

Prior Environmental Analysis:

As a “program EIR” under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated population and housing impacts that would occur as a result of the future urban development that was contemplated by the General Plan. These impacts included population growth and availability of housing opportunities (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.11-1 through 4.11-13). The analysis found that while development and buildout of the General Plan can result in population and housing impacts, implementation of the General Plan would not contribute to a significant generation of growth that would substantially exceed any established growth projections nor would it displace substantial numbers of housing units or people. Moreover, the project will not construct off-site infrastructure that would induce substantial development, unplanned or otherwise. As such, population and housing impacts were determined to be less than significant.

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Significance Conclusions:

a. Population Growth – *Less than Significant Impact.* The project site is designated on the City’s General Plan land use map as Retail Commercial and is zoned Planned Development – Commercial (PD-C). The addition of a retail commercial center would not introduce unplanned population growth in the area because it is located in an area that has already been planned for retail commercial uses; therefore the project will have a less than significant population growth impact.

b. and c. Displace Substantial Numbers of Existing Housing or People – *No Impact.* The project site is currently vacant and includes the construction of a retail commercial center which will not displace existing residents or existing housing necessitating the construction of replacement housing elsewhere. Therefore no impact is anticipated.

XIV. <u>PUBLIC SERVICES</u>	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
1. Fire protection?			X		
2. Police protection?			X		
3. Schools?			X		
4. Other public facilities?			X		

DISCUSSION OF DETERMINATION:

Project Impacts:

The proposed project would create a need for the provision of new and/or expanded public services or facilities.

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Prior Environmental Analysis:

As a “program EIR” under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts on the demand for fire and police protection and school and recreation facilities as a result of the future urban development that was contemplated by the General Plan. These impacts included increased demand for fire, police and school services, provision of adequate fire flow, and increased demand for parks and recreation (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.12-1 through 4.12-45). The analysis found that while development and buildout of the General Plan can result in public services and facilities impacts, these impacts would be reduced to a less than significant level through compliance with state and local standards related to the provision of public services and facilities and through the application of General Plan goals and policies that would assist in minimizing or avoiding impacts to public services and facilities.

These goals, policies and standards include, but are not limited to the California Fire Code, the California Health and Safety Code, Chapters 8.12 and 8.20 of the Rocklin Municipal Code, and goals and policies in the General Plan Community Safety and Public Services and Facilities Elements requiring studies of infrastructure and public facility needs, proportional share participation in the financial costs of public services and facilities, coordination of private development projects with public facilities and services needed to serve the project, maintaining inter-jurisdictional cooperation and coordination and requiring certain types of development that may generate higher demand or special needs to mitigate the demands/needs.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

All applicable mitigation measures from the General Plan EIR, including the mitigation measures for impacts to public services incorporated as goals and policies in the Rocklin General Plan, will be applied to the project. These serve as uniformly applied development policies and standards and/or as conditions of approval for the project to ensure consistency with the General Plan and compliance with City rules and regulations.

California Fire Code, the California Health and Safety Code, Chapters 8.12 and 8.20 of the Rocklin Municipal Code, and the goals and policies in the General Plan Community Safety, and Public Services and Facilities Elements requiring studies of infrastructure and public facility needs, proportional share participation in the financial costs of public services and facilities, coordination of private development project with public facilities and services needed to serve the project, maintaining inter-jurisdictional cooperation and coordination, and requiring certain types of development that may generate higher demand or special need to mitigate the demands/needs.

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Significance Conclusions:

a., 1. Fire Protection – *Less than Significant Impact.* The development of this project site has been anticipated in the planning, staffing, equipping and location of fire stations within the City of Rocklin; the closest fire station to the project site is Fire Station # 1 on Rocklin Road, which is approximately 2.3 road miles away. Development of the proposed project could increase the need for fire protection services. The City collects construction taxes for use in acquiring capital facilities such as fire suppression equipment. Operation and maintenance funding for fire suppression is provided through financing districts and from general fund sources. The proposed project would pay construction taxes, participate in any applicable financing districts and contribute to the general fund through property and sales taxes. Participation in these funding mechanisms would ensure fire protection service to the site and reduce fire protection impacts to less than significant.

a., 2. Police Protection – *Less than Significant Impact.* The development of this project site has been anticipated in the planning, staffing, and equipping of the police station within the City of Rocklin. Development of the proposed project could increase the need for police patrol and police services to the site. Funding for police services is primarily from the general fund, and is provided for as part of the City’s budget process. The proposed project would pay construction taxes, participate in any applicable financing districts and contribute to the general fund through property and sales taxes. Participation in these funding mechanisms would ensure police protection services to the site and reduce police protection impacts to less than significant.

a., 3. and 4. Schools and Other Public Facilities – *Less than Significant Impact.* The proposed project will be required to pay applicable school impact fees in effect at the time of building permit issuance to finance school facilities. The assessment of developer fees is regulated through the State Government Code. Proposition 1A/Senate Bill 50 (SB50, Chapter 407, Statutes of 1998) establishes the base amount that developers can be assessed per square foot of residential and non-residential development. If a district meets certain standards, the base adjustment can be adjusted upward a certain amount. Under SB 50, payment of the identified fees by a developer is deemed to be “full and complete mitigation” of impacts on schools resulting from new development. Participation in these funding mechanisms, as applicable, will reduce school impacts to a less than significant level as a matter of state law. The need for other public facilities would not be created by this project and the impact is anticipated to be less than significant.

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XV. <u>RECREATION</u>	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X		
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X		

DISCUSSION OF DETERMINATION:

Project Impacts:

The proposed project consists of the development of a retail commercial center and would not be anticipated to increase the use of, and demand for, recreational facilities in a way that results in a significant impact.

Prior Environmental Analysis:

As a “program EIR” under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts on the demand for recreation facilities as a result of the future urban development that was contemplated by the General Plan. These impacts included increased demand for parks and recreation (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.12-30 through 4.12-45). The analysis found that while development and buildout of the General Plan can result in recreation facilities impacts, these impacts would be reduced to a less than significant level through the application of General Plan goals and policies that would assist in minimizing or avoiding impacts to recreation facilities. The General Plan has established a parkland standard of five acres per 1,000 population, and has adopted goals and policies to insure that this standard is met. These goals and policies call for the provision of new park and recreational facilities as needed by new development through parkland dedication and the payment of park and recreation fees. These programs and practices are recognized in the General Plan Open Space, Conservation and Recreation Element, which mitigates these impacts to a less than significant level.

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Mitigation Measures from Uniformly Applied Development Policies and Standards:

All applicable mitigation measures from the General Plan EIR, including the mitigation measures for impacts to recreation incorporated as goals and policies in the Rocklin General Plan, will be applied to the project. These serve as uniformly applied development policies and standards and/or as conditions of approval for this project to ensure consistency with the General Plan and compliance with City rules and regulations.

Significance Conclusions:

a. and b. Increase Park Usage and Construction or Expansion of Recreational Facilities – *Less than Significant.* The proposed retail commercial project is not anticipated to significantly increase the use of, or demand for, recreational facilities. The City of Rocklin provides parkland dedication and/or collection of park fees to mitigate for the increased recreational impacts of new residential developments at the time that a parcel or subdivision map is recorded. Retail commercial projects are intended to offer places of employment and do not necessarily afford recreational opportunities for employees. However, it is recognized that some non-residential projects incorporate a recreational component into their project design (the proposed project does not), and employees of non-residential projects could utilize City recreational facilities during breaks and lunches. This minimal use by employees is not anticipated to significantly increase the use of existing facilities to the extent that substantial physical deterioration of the facility would occur or be accelerated, nor is the minimal use by employees anticipated to require the construction or expansion of recreational facilities; therefore, the project would have less than significant impacts regarding the increase in use of recreational facilities.

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XVI. <u>TRANSPORTATION/TRAFFIC</u> Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, freeways, pedestrian and bicycle paths, and mass transit)?			X		
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?				X	
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X	
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X		
e) Result in inadequate emergency access?			X		
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?			X		

DISCUSSION OF DETERMINATION:

Project Impacts:

As discussed below, the proposed project is anticipated to cause increases in traffic because an undeveloped site will become developed, but not to a degree that would significantly affect level of service (LOS) standards.

Prior Environmental Review:

As a “program EIR” under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts on transportation that would occur as a result of the future urban development that was contemplated by the General Plan. These impacts included signalized intersections in Rocklin, Loomis, Roseville, Lincoln and Placer County, state/interstate highway segments and intersections, transit service, bicycle and pedestrian facilities, and conflicts with at-grade railways (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.4-1 through 4.4-98).

Mitigation measures to address these impacts are incorporated into the General Plan in the Circulation Element, and include policies that require the monitoring of traffic on City streets to determine improvements needed to maintain an acceptable level of service, updating the City’s Capital Improvement Program (CIP) and traffic impact fees, providing for inflationary adjustments to the City’s traffic impact fees, maintaining a minimum level of service (LOS) of “C” for all signalized intersections during the PM peak period on an average weekday, maintaining street design standards, and interconnecting traffic signals and consideration of the use of roundabouts where financially feasible and warranted to provide flexibility in controlling traffic movements at intersections.

The General Plan EIR concluded that, despite these goals and policies, significant transportation impacts will occur as a result of development under the General Plan and further, that these impacts cannot be reduced to a less than significant level. Specifically, the General Plan EIR found that buildout of the Rocklin General Plan will result in increased traffic volumes at state/interstate highway intersections and impacts to state/interstate highway segments. Findings of fact and a statement of overriding consideration were adopted by the Rocklin City Council in regard to these impacts, which were found to be significant and unavoidable.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

All applicable policies and standards, including the mitigation measures addressing impacts of urban development under the General Plan on utility and service systems incorporated as goals and policies in the General Plan, will be applied to the project. These serve as uniformly applied development policies and standards and/or as conditions of approval for the project to ensure consistency with the General Plan and compliance with City rules and regulations.

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Project-Level Environmental Analysis:

The firm of Abrams Associates Traffic Engineering, Inc., a California consulting firm with recognized expertise in transportation, prepared a traffic impact analysis of the proposed project. Their report, dated June 27, 2017 is available for review during normal business hours at the City of Rocklin Planning Department, 3970 Rocklin Road, Rocklin, CA, and is incorporated into this Mitigated Negative Declaration by this reference. City staff has reviewed the documentation and is also aware that Abrams Associates Traffic Engineering, Inc. has a professional reputation that makes its conclusions presumptively credible and prepared in good faith. Based on its review of the analysis and these other considerations, City staff accepts the conclusions in the Abrams Associates Traffic Engineering, Inc. report, which is summarized below.

Daily Trip Generation

Development of the project site has been assumed in previous city-wide traffic analyses such as the General Plan Update (2011); the project site was designated as a Retail Commercial land use when the General Plan Update traffic analysis was completed; therefore the vehicle trips generated by the proposed retail commercial project are consistent with the number of trips that were assumed at the time of the General Plan EIR analysis.

An estimate of the proposed project’s daily and p.m. peak hour trip generation has been made based on trip generation rates derived from the Institute of Traffic Engineers (ITE) 9th Edition Trip Generation Manual. The table below identifies the resulting trip generation estimates for the proposed project. As shown, the proposed retail commercial project would generate 4,396 daily trips, with 299 trips occurring during the p.m. peak hour and 266 trips occurring during the a.m. peak hour.

PROJECT TRIP GENERATION								
Land Use Category	Size	ADT	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Tire Store	10,224 sq. ft.	399	19	11	30	18	24	42
High Turnover Sit Down Restaurant	6,602 sq. ft.	478	22	18	40	23	14	36
Fast Food Restaurants with Drive Throughs	9,595 sq. ft.	2,428	83	80	163	83	77	160
Fast Food Restaurants without Drive Throughs	3,600 sq. ft.	1,018	19	13	32	27	27	54
General Retail	2,568 sq. ft.	73	1	0	1	3	3	6
Net New Project Trips		4,396	144	122	266	154	145	299
Source: Sierra College Boulevard Commercial Project Transportation Impact Analysis, Abrams Associates Traffic Engineering, Inc., June 27, 2017								

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Current Background Traffic Conditions

Access to the project site will be from Sierra College Boulevard at Schriber Way which is proposed by the project to include a new signalized intersection. In the future the project will also have access to Dominguez Road through the adjacent Lifehouse Church property. Sierra College is a four to five lane arterial street that runs in a north-south direction from Rocklin's border with Roseville to the border with Loomis providing access to commercial and residential areas. Sierra College Boulevard is designated as a truck route.

Intersections were analyzed using a modified Circular 212 methodology at City of Rocklin intersections and a Highway Capacity Manual methodology at freeway ramp intersections. The table below identifies current intersection Levels of Service (LOS) at the five study locations (Granite Drive/Sierra College Boulevard, Commons Drive/I-80/Sierra College Boulevard, Crossings Drive/I-80/Sierra College Boulevard, Schriber Way/Sierra College Boulevard, and Dominguez Road/Sierra College Boulevard). As shown, the overall LOS at each intersection is LOS B or greater for both AM and PM peak hours, which meets the City's minimum LOS C PM peak hour standard.

EXISTING PEAK HOUR INTERSECTION LEVELS OF SERVICE							
Intersection	Control	Time Period					
		AM Peak Hour (7:00-9:00 AM)			PM Peak Hour (4:00-6:00 PM)		
		LOS	Volume/ Capacity	Average Delay (sec/veh)	LOS	Volume/ Capacity	Average Delay (sec/veh)
Granite Dr/Sierra College Blvd	Signal	A	0.58	-	A	0.57	-
Commons Dr/I-80 WB Ramps/ Sierra College Blvd	Signal	B	-	10.7	B	17.5	-
Crossings Dr/I-80 EB Ramps/ Sierra College Blvd	Signal	B	-	14.5	B	-	12.6
Schriber Way/Sierra College Blvd	WB Stop	A	-	0.1	A	-	0.2
Overall WB right turn		B	-	11.1	B	-	13.8
Dominguez Rd/Sierra College Blvd	Signal	A	0.37	-	A	0.32	-

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Existing Plus Project Traffic Conditions and Levels of Service

Project trips were superimposed onto the current background traffic volumes to create the “Existing Plus Project” condition, which is reflected in the table below.

EXISTING PLUS PROJECT PEAK HOUR INTERSECTION LEVELS OF SERVICE							
Intersection	Control	Existing			Existing Plus Project		
		LOS	Volume/ Capacity	Average Delay (sec/veh)	LOS	Volume/ Capacity	Average Delay (sec/veh)
AM Peak Hour (7:00 – 9:00 AM)							
Granite Dr./Sierra College Blvd.	Signal	A	0.58	-	A	0.59	-
Commons Dr./I-80 WB Ramps/ Sierra College Blvd.	Signal	B	-	10.7	B	-	10.8
Crossings Dr./I-80 EB Ramps/ Sierra College Blvd.	Signal	B	-	14.5	B	-	16.4
Schriber Way/Sierra College Blvd Overall	WB Stop (Signal with Project)	A	-	0.1	A	0.56	-
WB right turn		B	-	11.1			
Dominguez Rd/Sierra College Blvd	Signal	A	0.37	-	A	0.38	-
PM Peak Hour (4:00-6:00 PM)							
Granite Dr./Sierra College Blvd.	Signal	A	0.57	-	A	0.58	-
Commons Dr./I-80 WB Ramps/ Sierra College Blvd.	Signal	B	17.5	-	B	-	17.8
Crossings Dr./I-80 EB Ramps/ Sierra College Blvd.	Signal	B	-	12.6	B	-	14.5
Schriber Way/Sierra College Blvd Overall	WB Stop	A	-	0.2	A	0.46	-
WB right turn		B	-	13.8			
Dominguez Rd/Sierra College Blvd	Signal	A	0.32	-	A	0.33	-

As shown, the project does not result in any change to the AM or PM peak hours Level of Service at any location, though delay would increase slightly at some intersections. PM peak hour Levels of Service at each intersection will remain LOS A or B, which is within the adopted LOS C or better standard.

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Existing Plus Approved Projects Plus Project

The traffic impacts of the proposed project have also been considered within the context of future traffic conditions in this area of Rocklin assuming other approved but as yet unconstructed projects under an “Existing Plus Approved Projects (EPAP)” condition, which is reflected in the table below.

EXISTING PLUS APPROVED PROJECTS (EPAP) PLUS PROJECT PEAK HOUR INTERSECTION LEVELS OF SERVICE							
Intersection	Control	Existing Plus Approved Projects			EPAP Plus Project		
		LOS	Volume/ Capacity	Average Delay (sec/veh)	LOS	Volume/ Capacity	Average Delay (sec/veh)
AM Peak Hour (7:00 – 9:00 AM)							
Granite Dr./Sierra College Blvd.	Signal	C	0.76	-	C	0.77	-
Commons Dr./I-80 WB Ramps/ Sierra College Blvd.	Signal	B	-	13.6	B	-	13.8
Crossings Dr./I-80 EB Ramps/ Sierra College Blvd.	Signal	B	-	17.7	C	-	20.2
Schriber Way/Sierra College Blvd Overall WB right turn	WB Stop (Signal with Project)	A B	- -	1.0 13.8	B	0.54	-
Dominguez Rd/Sierra College Blvd	Signal	A	0.43	-	A	0.44	-
PM Peak Hour (4:00-6:00 PM)							
Granite Dr./Sierra College Blvd.	Signal	D	0.88	-	D	0.89	-
Commons Dr./I-80 WB Ramps/ Sierra College Blvd.	Signal	C	-	24.7	C	-	25.1
Crossings Dr./I-80 EB Ramps/ Sierra College Blvd.	Signal	C	-	21.1	C	-	24.7
Schriber Way/Sierra College Blvd Overall WB right turn	WB Stop (Signal with Project)	A C	- -	1.9 23.7	A	0.52	-
Dominguez Rd/Sierra College Blvd	Signal	A	0.47	-	A	0.46	A
Bold indicates conditions in excess of adopted minimum LOS standard							

As shown above, the project would result in the Level of Service in the PM peak hour dropping below LOS C in the existing plus approved projects condition with and without the Rocklin Station project only at the intersection at Granite Drive and Sierra College Boulevard. Levels of Service at each other intersection in the PM peak hour will remain above the adopted minimum standard (i.e., LOS C or better).

Because the LOS D condition at the Granite Drive and Sierra College Boulevard intersection exceeds the City’s LOS C standard with and without the project, the incremental change in average delay is the measure used to determine significance. In this case, the incremental change in volume per capacity resulting from the project is 0.01, which is less than the 0.05

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increment permitted under current City guidelines. Thus the project’s impact at this intersection is less than significant and no mitigation is required.

Future (Cumulative Year 2030) Traffic Conditions

Information from the General Plan EIR City of Rocklin 2030 Travel Demand Model has been employed to identify long term traffic conditions in the project vicinity. The table below compares cumulative AM and PM peak hour Levels of Service at study area intersections with and without the proposed project.

CUMULATIVE PLUS PROJECT PEAK HOUR INTERSECTION LEVELS OF SERVICE							
Intersection	Control	Cumulative Base			Cumulative with Project		
		LOS	Volume/ Capacity	Average Delay (sec/veh)	LOS	Volume/ Capacity	Average Delay (sec/veh)
AM Peak Hour (7:00 – 9:00 AM)							
Granite Dr./Sierra College Blvd.	Signal	C	0.71	-	C	0.72	-
Commons Dr./I-80 WB Ramps/ Sierra College Blvd.	Signal	B	-	14.7	B	-	15.2
Crossings Dr./I-80 EB Ramps/ Sierra College Blvd.	Signal	C	-	24.7	C	-	27.6
Schriber Way/Sierra College Blvd Overall	WB Stop (Signal with Project)	A	-	1.2	A	0.47	-
WB right turn		C	-	15.2			
Dominguez Rd/Sierra College Blvd	Signal	C	0.70	-	C	0.71	-
PM Peak Hour (4:00-6:00 PM)							
Granite Dr./Sierra College Blvd.	Signal	D	0.85	-	D	0.86	-
Commons Dr./I-80 WB Ramps/ Sierra College Blvd.	Signal	C	-	28.3	C	-	28.9
Crossings Dr./I-80 EB Ramps/ Sierra College Blvd.	Signal	C	-	27.5	C	-	34.6
Schriber Way/Sierra College Blvd Overall	WB Stop (Signal with Project)	A	-	3.7	A	0.44	-
WB right turn		E	-	41.9			
Dominguez Rd/Sierra College Blvd	Signal	C	0.71	-	C	0.72	-
Bold indicates conditions in excess of adopted minimum LOS standard							

As shown, the Granite Drive/Sierra College Boulevard intersection will not satisfy the minimum LOS C standard in the PM peak hour and is projected to operate at LOS D in the PM peak hour. If projected volumes do occur in the future, there is an interim solution that could be implemented prior to the planned/anticipated widening of Sierra College Boulevard to six lanes that would achieve LOS C in the PM peak hour. A modification to the Granite Drive/Sierra College Boulevard intersection without requiring widening of the intersection can be accomplished by restriping northbound Sierra College Boulevard to provide a second left turn lane onto Granite Drive and converting the right turn lane into a shared through right turn lane.

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Because the LOS D PM peak hour condition at the Granite Drive/Sierra College Boulevard intersection exceeds the City’s LOS C standard with and without the project, the incremental change in V/C ratio is the measure used to determine significance. In this case, the incremental change in V/C ratio resulting from the Rocklin Station project is 0.01 seconds, which is less than the 0.05 increment permitted under current City guidelines. Thus the project’s cumulative impact at this intersection is less than significant and no mitigation is required.

Significance Conclusions:

a. Conflict with Performance of Circulation System – *Less than Significant Impact.* As evidenced by the summary of the traffic impact analysis, although increases in delays at study intersections occur, capacity or level of service impacts from the proposed project are not anticipated. Because the above analysis has verified that the proposed project will not result in any significant traffic impacts more severe than those disclosed in the General Plan EIR, the City finds pursuant to CEQA Guidelines section 15168, subdivision (C) (4), that these cumulative “environmental effects of the [site-specific project] were covered in the program EIR.”

Vehicle Miles of Travel (VMT) is a transportation performance metric that is used as an input to air quality and noise analyses. VMT not only addresses the number of trips generated by a given land use, but also the length of those trips. By doing so, the placement of a given land use in proximity to complementary land uses, and available transit, walking and bicycling facilities are all considered. VMT can also be used to quantify the effects of proposed changes to a roadway network, transportation demand strategies, and investments in non-auto travel modes. VMT may be expressed in absolute numbers of as “per capita” rations, such as VMT per person, household, dwelling unit, employee, or service population (persons plus employees). For information purposes, the proposed Rocklin Station project is projected to generate approximately 15,114 Vehicle Miles of Travel on a daily basis.

The project will be conditioned to contribute its fair share to the cost of circulation improvements via the existing citywide traffic impact mitigation (TIM) fee program that would be applied as a uniformly applied development policy and standard. The traffic impact mitigation fee program is one of the various methods that the City of Rocklin uses for financing improvements identified in the Capital Improvement Program (CIP). The CIP, which is overseen by the City’s Public Services Department, is updated periodically to respond to changing conditions and to assure that growth in the City and surrounding jurisdictions does not degrade the level of service on the City’s roadways. The roadway improvements that are identified in the CIP in response to anticipated growth in population and development in the City are consistent with the City’s Circulation Element. The traffic impact fee program collects funds from new development in the City to finance a portion of the roadway improvements that result from traffic generated by the new development. Fees are calculated on a citywide basis, differentiated by type of development in relationship to their relative traffic impacts. The intent of the fee is to provide an equitable means of ensuring that future development contributes

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their fair share of roadway improvements, so that the City’s General Plan Circulation policies and quality of life can be maintained.

South Placer Regional Transportation Authority

The South Placer Regional Transportation Authority (SPRTA) was formed through the establishment of a joint powers authority including the cities of Rocklin, Roseville and Lincoln, Placer County and the Placer County Transportation and Planning Agency in January 2002. SPRTA was formed for the implementation of fees to fund specialized regional transportation projects including planning, design, administration, environmental compliance, and construction costs. Regional transportation projects included in the SPRTA include Douglas Boulevard/Interstate 80 Interchange, Placer Parkway, Lincoln Bypass, Sierra College Boulevard Widening, State Route 65 Widening, Rocklin Road/Interstate 80 Interchange, Auburn Folsom Boulevard Widening, and Transit Projects. Similar to other members of SPRTA, the City of Rocklin has adopted a SPRTA fee for all development, and the proposed project would be subject to payment of such a fee.

Highway 65 Interchange Improvement Fee

The cities of Rocklin and Roseville and Placer County have established the “Bizz Johnson” Highway Interchange Joint Powers Authority that has adopted an interchange traffic fee on all new development within Rocklin, Roseville and affected portions of Placer County. The purpose of the fee is to finance four interchanges on State Route 65 to reduce the impact of increased traffic from local development; the proposed project would be subject to payment of such a fee.

The development of the proposed project would not result in project-specific significant effects as demonstrated by the summary of the project’s traffic impact analysis presented above. Payment of traffic impact fees as described above will reduce traffic impacts from the proposed project to a less than significant level.

b. Conflict with Congestion Management Program – No Impact. The City of Rocklin does not have an applicable congestion management program that has been established by a county congestion management agency for designated roads or highways; therefore there is no conflict with an applicable congestion management program impact.

c. Air Traffic Levels – No Impact. The proposed project is not anticipated to have any impacts on air traffic because it is not located near an airport or within a flight path. In addition, the proposed project will not result in a change in location of planned development that results in substantial safety risks. Therefore, there is no change in air traffic patterns impact.

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d. and e. Hazards and Emergency Access – *Less than Significant Impact.* The proposed project is evaluated by the City’s Engineering Services Manager to assess such items as hazards due to a design feature or incompatible uses. In addition, the proposed project is evaluated by representatives of the City of Rocklin’s Fire and Police Departments to ensure that adequate emergency access is provided. Through these reviews and any required changes, there will be a less than significant hazard or emergency access impact.

f. Alternative Modes of Transportation – *Less Than Significant Impact.* The City of Rocklin seeks to promote the use of public transit through development conditions requiring park-and-ride lots, and bus turnouts. Bike lanes are typically required along arterial and collector streets. In the vicinity of the project there are existing Class II bike facilities along Sierra College Boulevard. The proposed project does not conflict with these bike lane locations or with other policies or programs promoting alternative transportation.

Transit service in the project vicinity is provided by Placer County Transit (PCT). Bus routes operate along Pacific Street, Rocklin Road, Sierra College Boulevard, Sierra Meadows Drive and Granite Drive, stopping at major destinations such as the Rocklin Commons Retail Center and the Sierra Community College campus. Other bus routes provide commuter express service to downtown Sacramento. The nearest bus stops to the project site are located at the Rocklin Commons and Crossings shopping centers. The project does not conflict with these bus route or stop locations or other policies or programs promoting alternative transportation.

The City of Rocklin’s Zoning Ordinance contains off-street parking requirements for different types of development projects. In the case of automotive repair shops, a minimum of five paved parking spaces per 1000 square feet shall be provided and in the case of restaurants, one a minimum of one paved parking space per each three fixed seats shall be provided. The proposed project requires 248 parking spaces and 274 are being provided. Therefore, an adequate parking supply is available.

The proposed project is evaluated by City staff to assess potential conflicts with adopted policies, plans or programs regarding public transit, bicycle and pedestrian facilities and whether proposed projects would decrease the performance or safety of such facilities. Through these reviews and any required changes, there will be a less than significant alternative modes of transportation impact.

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XVII. TRIBAL CULTURAL RESOURCES Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or			X		
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set for in subdivision (c) of Public Resource Code section 5024.1 the lead agency shall consider the significance of the resource to a California Native American tribe.			X		

DISCUSSION OF DETERMINATION

Project Impacts:

The project site does not contain any resources that are listed with the California Register of Historical Resources or that have been determined by the lead agency to have significance to a California Native American Tribe. Therefore no impacts to tribal cultural resources are anticipated.

Prior Environmental Analysis:

As a “program EIR” under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts that would occur to historical, cultural and paleontological resources within the Planning area as a result of the future urban development that was contemplated by the

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General Plan. These impacts included potential destruction or damage to any historical, cultural, and paleontological resources (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.8-1 through 4.8-21). Mitigation measures to address these impacts are incorporated into the General Plan in the Land Use and Open Space, Recreation and Conservation Elements, and include goals and policies that encourage the preservation and protection of historical, cultural and paleontological resources and the proper treatment and handling of such resources when they are discovered.

The General Plan EIR concluded that despite these goals and policies, significant cultural resources impacts will occur as a result of development under the General Plan and further, that these impacts cannot be reduced to a less than significant level. Specifically, the General Plan EIR found that buildout of the Rocklin General Plan will contribute to cumulative impacts to historic character. Findings of fact and a statement of overriding considerations were adopted by the Rocklin City Council in regard to these impacts, which were found to be significant and unavoidable.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

Historically significant structures and sites as well as the potential for the discovery of unknown archaeological or paleontological resources as a result of development activities are discussed in the Rocklin General Plan. Policies and mitigation measures have been included in the General Plan to encourage the preservation of historically significant known and unknown areas.

All applicable mitigation measures from the General Plan EIR, including the mitigation measures for cultural resources impacts incorporated as goals and policies in the General Plan, will be applied to the project. These serve as uniformly applied development policies and standards and/or as conditions of approval for this project to ensure consistency with the General Plan and compliance with City rules and regulations.

Significance Conclusions:

a. and b. Tribal Cultural Resources –Less Than Significant Impact. Per Assembly Bill 52 (AB-52, Gatto 2014), as of July 1, 2015 Public Resources Code Sections 21080.3.1 and 21080.3 require public agencies to consult with the Native American Heritage Commission (NAHC) and Native American tribes for the purpose of mitigating impacts to tribal cultural resources; that consultation process is described in part below:

Within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief

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description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section (Public Resources Code Section 21080.1 (d))

As of the writing of this document, the United Auburn Indian Community (UAIC), the Lone Band of Miwok Indians (IBMI) and the Torres Martinez Desert Cahuilla Indians (TMDCI) are the only tribes that are traditionally and culturally affiliated with the project area that have requested notification. Consistent with Public Resources Code (PRC) Section 21080.3.1 (d) and per AB-52, the City of Rocklin provided formal notification of the Rocklin Station project and the opportunity to consult on it to the designated contacts of the UAIC, IBMI and TMDCI in a letter received by those organizations on April 28, 2016, April 29, 2016 and June 6, 2016, respectively. The UAIC, IBMI and TMDCI had 30 days to request consultation on the project pursuant to AB-52 and no responses were received prior to May 28, 2016, May 29, 2016 and July 6, 2016, respectively, the end of the 30-day periods. As such, the City of Rocklin has complied with AB-52 and may proceed with the CEQA process for this project per PRC Section 21082.3 (d) (3). Given that the UAIC, IBMI and TMDCI did not submit a formal request for consultation on the proposed project within the required 30 day period, that no other tribes have submitted a formal request to receive notification from the City of Rocklin pursuant to PRC Section 21080.3.1, the project is not anticipated to cause a substantial adverse change in the significance of a Tribal Cultural Resource as defined in Public Resources Code Section 21074. Therefore, the project's impact on tribal cultural resources is considered less than significant.

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XVIII. <u>UTILITIES AND SERVICE SYSTEMS</u> Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X		
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X	
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X	
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X		
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X		
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X		
g) Comply with federal, state, and local statutes and regulations related to solid waste?			X		

DISCUSSION OF DETERMINATION:

Project Impacts:

The proposed development and operation of a retail commercial center will increase the need for utility and service systems, but not to an extent that will impact the ability of the utility and service providers to adequately provide such services.

Prior Environmental Review:

As a “program EIR” under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts on utilities and service systems that would occur as a result of the future urban development that was contemplated by the General Plan. These impacts included increased generation of wastewater flow, provision of adequate wastewater treatment, increased demand for solid waste disposal, and increased demand for energy and communication services (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.13-1 through 4.13-34). The analysis found that while development and buildout of the General Plan can result in utilities and service system impacts, these impacts would be reduced to a less than significant level through the application of General Plan goals and policies that would assist in minimizing or avoiding impacts to utilities and service systems.

These goals and policies include, but are not limited to, requiring studies of infrastructure needs, proportional share participation in the financial costs of public services and facilities, coordination of private development projects with public facilities and services needed to serve the project and encouraging energy conservation in new developments.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

All applicable policies and standards, including the mitigation measures addressing impacts of urban development under the General Plan on utility and service systems incorporated as goals and policies in the General Plan, will be applied to the project. These serve as uniformly applied development policies and standards and/or as conditions of approval for this project to ensure consistency with the General Plan and compliance with City rules and regulations.

Significance Conclusions:

a., b. and e. Exceed Wastewater Treatment Requirements, Exceed Wastewater Treatment Facility, Wastewater Capacity– *Less than Significant Impact.* The proposed project site is located within the South Placer Municipal Utility District (SPMUD) service area for sewer. SPMUD has provided a letter regarding the proposed project indicating that the project is within their service area and eligible for service, provided that their condition requirements and standard specifications are met. SPMUD has a System Evaluation and Capacity Assurance Plan,

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which is periodically updated, to provide sewer to projects located within their service boundary. The plan includes future expansion as necessary. SPMUD collects participation fees to finance the maintenance and expansion of its facilities. The proposed project is responsible for complying with all requirements of SPMUD, including compliance with wastewater treatment standards established by the Central Valley Water Quality Control Board. The South Placer Wastewater Authority (SPWA) was created by the City of Roseville, Placer County and SPMUD to provide regional wastewater and recycled water facilities in southwestern Placer County. The regional facilities overseen by the SPWA include the Dry Creek and Pleasant Grove Wastewater Treatment Plants, both of which receive flows from SPMUD (and likewise from Rocklin). To project future regional wastewater needs, the SPWA prepared the *South Placer Regional Wastewater and Recycled Water Systems Evaluation* (Evaluation) in June 2007. The Evaluation indicates that as of June 2004, flows to both the wastewater treatment plants were below design flows. Both wastewater treatment plants are permitted discharges under the National Pollutant Discharge Elimination System (NPDES). Specifically, the Dry Creek Wastewater Treatment Plant (WWTP) is permitted to discharge an average dry weather flow not to exceed 18mgd, while the Pleasant Grove Wastewater Treatment Plant is permitted to discharge an average dry weather flow not to exceed 12 mgd. According to SPMUD, in 2016 the Dry Creek WWTP had an average dry weather inflow of 8.2 mgd, with SPMUD’s portion being 1.8 mgd, and the Pleasant Grove WWTP had an average dry weather inflow of 7.0 mgd, with Rocklin’s portion being 1.9 mgd. Consequently, both plants are well within their operating capacities and there remains adequate capacity to accommodate the projected wastewater flows from this project. Therefore, a less than significant wastewater treatment impact is anticipated.

c. New Stormwater Facilities – *Less than Significant Impact.* The proposed project would be conditioned to require connection into the City’s storm drain system, with Best Management Practices and/or Low Impact Development features located within the project’s drainage system at a point prior to where the project site runoff will enter the City’s storm drain system. Other than on-site improvements, new drainage facilities or expansion of existing facilities would not be required as a result of this project. Therefore, a less than significant stormwater facility impact is anticipated.

d. Water Supplies – *Less than Significant.* The proposed project is located within the Placer County Water Agency (PCWA) service area. The PCWA has a Master Plan, which is periodically updated, to provide water to projects located within their service boundary. The plan includes future expansion as necessary, and includes the option of constructing additional treatment plants. The PCWA collects hook-up fees to finance the maintenance and expansion of its facilities.

The PCWA service area is divided into five zones that provide treated and raw water to Colfax, Auburn, Loomis, Rocklin, Lincoln, small portion of Roseville, unincorporated areas of western Placer County, and a small community in Martis Valley near Truckee. The proposed project is

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located in Zone 1, which is the largest of the five zones. Zone 1 provides water service to Auburn, Bowman, Ophir, Newcastle, Penryn, Loomis, Rocklin, Lincoln, and portions of Granite Bay.

PCWA has planned for growth in the City of Rocklin and sized the water supply infrastructure to meet this growth (PCWA 2006). PCWA has provided a letter regarding the proposed project indicating that the project is within their service area and eligible for service upon execution of a facilities agreement and payment of all required fees and charges. The project site would be served by the Foothill WTP, which treats water diverted from the American River Pump Station near Auburn, and the proposed project's estimated maximum daily water treatment demands would not exceed the plant's permitted capacity. Because the proposed project would be served by a water treatment plant that has adequate capacity to meet the project's projected demand and would not require the construction of a new water treatment plant, the proposed project's water supply and treatment facility impacts would be considered less than significant.

f. Landfill Capacity – *Less than Significant.* The Western Regional landfill, which serves the Rocklin area, has a total capacity of 36 million cubic yards and a remaining capacity of 29 million cubic yards. The estimated closure date for the landfill is approximately 2036. Development of the project site with urban land uses was included in the lifespan and capacity calculations of the landfill, and a less than significant landfill capacity impact would be anticipated.

g. Solid Waste Regulations – *Less than Significant Impact.* Federal and State regulations regarding solid waste consist of the Federal Environmental Protection Agency regulations and the California Integrated Waste Management Act regulating waste reduction. These regulations primarily affect local agencies and other agencies such as the Landfill Authority. The proposed project will comply with all Federal, State, and local regulations regarding trash and waste and other nuisance-related issues as may be applicable. Recology would provide garbage collection services to the project site, provided their access requirements are met. Therefore, the project would comply with solid waste regulations and the impact would be less than significant.

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XIX. <u>MANDATORY FINDINGS OF SIGNIFICANCE</u>	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare or threatened species or eliminate important examples of the major periods of California history or prehistory?		X			
b) Does the project have impacts that are limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probably future projects)?			X		
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X		

DISCUSSION OF DETERMINATION:

Project Impacts:

The preceding analysis demonstrates that these effects will not occur as a consequence of the project. The construction and operation of the Rocklin Station project would be consistent with the Rocklin General Plan and the Rocklin General Plan EIR.

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Significance Conclusions:

a. Degradation of Environment Quality – *Less than Significant with Mitigation.* The proposed project site is mostly surrounded by developed land. Based on the project location and non-unique biological and cultural resources site characteristics as discussed above, the proposed project does not have the potential to: substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare or threatened species, or eliminate important examples of the major periods of California history or prehistory. Although the proposed project could cause a significant effect on the environment, there will not be a significant effect in this case because of the project design and the application of the recommended mitigation measures and the City’s uniformly applied development policies and standards that will reduce the potential impacts to a less than significant level. Therefore, the project would have less than significant impacts.

a. b. Cumulatively Considerable Impacts – *Less than Significant.* Development in the South Placer region as a whole will contribute to regional air pollutant emissions, thereby delaying attainment of Federal and State air quality standards, regardless of development activity in the City of Rocklin and application of mitigation measures. As a result of this potential degradation of the quality of the environment, the General Plan EIR, which assumed the development of the proposed project site, determined that there would be significant and unavoidable cumulative air quality impacts. Because the proposed project is consistent with the project site’s land use and zoning designations, development of the proposed project represents the same vehicle trip generation and associated air quality and greenhouse gas emission impacts which were analyzed in the General Plan EIR. In addition, the project-specific air quality analysis discussed above demonstrated that the proposed project would have a less than significant cumulative air quality and greenhouse gas emissions impacts. Therefore, the project would have less than significant impacts.

Development in the City and the South Placer region as a whole will alter viewsheds as mixed urban development occurs on vacant land. In addition, new development will also generate new sources of light and glare; as a result, the General Plan EIR determined that there would be significant and unavoidable cumulative aesthetic impacts. Development of the proposed project represents conversion of the same vacant land area that was analyzed in the General Plan EIR. Therefore, the project would have less than significant impacts.

Development in the City and the South Placer region as a whole will result in cumulative, long-term impacts on biological resources (vegetation and wildlife), due to the introduction of domestic landscaping, homes, paved surfaces, and the relatively constant presence of people and pets, all of which negatively impact vegetation and wildlife habitat. As a result, the General Plan EIR, which assumed the development of the proposed project site, determined that there

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would be cumulative significant and unavoidable biological resource impacts, both at a project-specific Rocklin General Plan buildout level as it relates to biological resources solely within the City of Rocklin, as well as in the context of a cumulative contribution from Rocklin General Plan buildout as it relates to biological resources in the region. Development of the proposed project represents conversion of the same vacant land area that was analyzed in the General Plan EIR. Therefore, the project would have less than significant impacts.

Development in the City and the South Placer region as a whole will result in significant noise impacts as a result of the introduction of new noise sources and additional traffic and people. As a result, the General Plan EIR, which assumed the development of the proposed project site, determined that there would be significant and unavoidable cumulative noise impacts. Development of the proposed project represents conversion of the same land area that was analyzed in the General Plan EIR, but the proposed project represents the same vehicle trip generation which was analyzed in the General Plan EIR. In addition, the project-specific noise analysis discussed above demonstrated that the proposed would have a less than significant cumulative noise impact. Therefore, the project would have less than significant impacts.

Development in the City and the South Placer region as a whole will result in significant transportation/traffic impacts as a result of the creation of additional housing, employment and purchasing opportunities which generate vehicle trips. As a result, the General Plan EIR, which assumed the development of the proposed project site, determined that there would be significant and unavoidable cumulative transportation/traffic impacts. Development of the proposed project represents conversion of the same land area that was analyzed in the General Plan EIR, but the proposed project represents the same vehicle trip generation which was analyzed in the General Plan EIR. Therefore, the project would have less than significant impacts.

The approval of the proposed project would not result in any new impacts that are limited, but cumulatively considerable, that are not already disclosed in the previously prepared environmental documents cited in this report. Therefore, the project would have less than significant impacts.

c. Adverse Effects to Humans – *Less than Significant.*

Because the development of the proposed project represents conversion of the same land area that was analyzed in the General Plan EIR, the proposed project would not have environmental effects that would cause substantial adverse effect on human beings, either directly or indirectly beyond those that were previously identified in the General Plan EIR. Therefore, the project would have less than significant impacts.

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Section 5. References

Abrams Associates Traffic Engineering, Inc., Transportation Impact Analysis Sierra College Boulevard Commercial Project, City of Rocklin, June 27, 2017
City of Rocklin General Plan, October 2012
City of Rocklin General Plan, Final Environmental Impact Report, August 2012
City of Rocklin General Plan, Draft Environmental Impact Report, August 2011
City of Rocklin Zoning Ordinance, Title 17 of the Rocklin Municipal Code
City of Rocklin Design Review Guidelines
LSA Associates, Inc., Biological Resources Evaluation 4660 Sierra College Boulevard Project, Placer County, Rocklin, California, June 2017
LSA Associates, Inc., Greenhouse Gas Analysis for 4660 Sierra College Boulevard, Rocklin, California, June 27, 2017
LSA Associates, Inc., Cultural Resources Study, 4660 Sierra College Boulevard Project, Rocklin, Placer County, California, December 2015
LSA Associates, Inc., Noise Impact Analysis, 4660 Sierra College Boulevard Commercial Project, City of Rocklin, California, February 2017
Traverso Tree Service, Oak Tree Preservation Plan Permit for 4660 Sierra College Boulevard, Rocklin, June 1, 2016
Traverso Tree Service, Updated Oak Tree Preservation Plan for Rocklin Station, Rocklin, June 23, 2017

Attachments

Attachment A – Project Vicinity Map
Attachment B – Project Site Plan

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MITIGATED NEGATIVE DECLARATION OF ENVIRONMENTAL IMPACT

ROCKLIN STATION

(DR2016-0006, DL2016-0003, CUP2016-0005 and TRE2016-0003)

Project Name and Description

The Rocklin Station project proposes the construction of a retail commercial center on an approximately 6.64 +/- acre site in the City of Rocklin. This project will require Design Review, Tentative Parcel Map, Conditional Use Permit and Oak Tree Preservation Permit entitlements. For more detail please refer to the Project Description set forth in Section 3 of this Initial Study.

Project Location

The project site is generally located on the southwest corner of Sierra College Boulevard and Interstate 8, in the City of Rocklin. The Assessor's Parcel Numbers are 010-010-016, -017, -028, -029, and 010-040-040.

Project Proponent's Name

The applicant is Thomas Sierra, LLC and the property owner is Thomas Sierra, LLC.

Basis for Mitigated Negative Declaration Determination

The City of Rocklin finds that as originally submitted the proposed project could have a significant effect on the environment. However, revisions in the project have been made by or agreed to by the project proponent, which will avoid these effects or mitigate these effects to a point where clearly no significant effect will occur. Therefore a MITIGATED NEGATIVE DECLARATION has been prepared. The Initial Study supporting the finding stated above and describing the mitigation measures including in the project is incorporated herein by this reference. This determination is based upon the criteria of the Guidelines of the State Secretary of Resources Section 15064 – Determining the Significance of the Environmental Effects Caused by a Project, Section 15065 – Mandatory Findings of Significance, and 15070 – Decision to Prepare a Negative Declaration or Mitigated Negative Declaration, and the mitigation measures described in the Mitigation Monitoring Plan for this Project.

Date Circulated for Review: July 6, 2017

Date Adopted: _____

Signature: _____

Marc Mondell, Economic and Community Development Department Director

MITIGATION MONITORING PROGRAM
Rocklin Station
(DR2016-0006, DL2016-0003, CUP2016-0005 and TRE2016-0003)

The California Environmental Quality Act (CEQA, Public Resources Code Section 21000 et seq., as amended by Chapter 1232) requires all lead agencies before approving a proposed project to adopt a reporting and monitoring program for adopted or required changes to mitigate or avoid significant environmental effects. The reporting or monitoring program shall be designed to ensure compliance during project implementation as required by AB 3180 (Cortese) effective on January 1, 1989 and Public Resources Code Section 21081.6. This law requires the lead agency responsible for the certification of an environmental impact report or adoption of a mitigated negative declaration to prepare and approve a program to both monitor all mitigation measures and prepare and approve a report on the progress of the implementation of those measures.

The responsibility for monitoring assignments is based upon the expertise or authority of the person(s) assigned to monitor the specific activity. The City of Rocklin Community Development Director or his designee shall monitor to assure compliance and timely monitoring and reporting of all aspects of the mitigation monitoring program.

The Mitigation Monitoring Plan identifies the mitigation measures associated with the project and identifies the monitoring activities required to ensure their implementation through the use of a table format. The columns identify Mitigation Measure, Implementation and Monitoring responsibilities. Implementation responsibility is when the project through the development stages is checked to ensure that the measures are included prior to the actual construction of the project such as: Final Map (FM), Improvement Plans (IP), and Building Permits (BP). Monitoring responsibility identifies the department responsible for monitoring the mitigation implementation such as: Economic and Community Development (ECDD), Public Services (PS), Community Facilities (CFD), Police (PD), and Fire Departments (FD).

The following table presents the Mitigation Monitoring Plan with the Mitigation Measures, Implementation, and Monitoring responsibilities. After the table is a general Mitigation Monitoring Report Form, which will be used as the principal reporting form for this, monitoring program. Each mitigation measure will be listed on the form and provided to the responsible department.

Revisions in the project plans and/or proposal have been made and/or agreed to by the applicant prior to this Negative Declaration being released for public review which will avoid the effects or mitigate those effects to a point where clearly no significant effects will occur. There is no substantial evidence before the City of Rocklin that the project as revised may have a significant effect on the environment, pursuant to CEQA Guidelines, Section 15070. These mitigation measures are as follows:

MITIGATION MEASURES:

Biological Resources:

To address the potential impacts to nesting raptors and migratory birds, the following mitigation measure, agreed to by the applicant, is being applied to the project:

IV.-1 The applicant/developer shall attempt to time the removal of potential nesting habitat for raptors and migratory birds to avoid the nesting season (February - August).

If tree and vegetation removal and/or project grading or activities occur during the nesting season for raptors and migratory birds (February-August), the developer and/or contractor shall hire a qualified biologist approved by the City to conduct pre-construction surveys no more than 14 days prior to initiation of tree and vegetation removal activities. The survey shall cover all areas of suitable nesting habitat within 500 feet of project activity and shall be valid for one construction season. Prior to the start of tree and vegetation removal activities, documentation of the survey shall be provided to the City of Rocklin Public Services Department and if the survey results are negative, no further mitigation is required and necessary structure removal may proceed. If there is a break in demolition activity of more than 14 days, then subsequent surveys shall be conducted.

If the survey results are positive (active nests are found), impacts shall be avoided by the establishment of appropriate buffers. The biologist shall consult with the California Department of Fish and Wildlife (CDFW) and the City to determine the size of an appropriate buffer area (CDFW guidelines recommend implementation of 500-foot buffers). Monitoring of the nest by a qualified biologist may be required if the activity has the potential to adversely affect an active nest.

If construction activities are scheduled to occur during the non-breeding season (September-January), a survey is not required and no further studies are necessary.

IMPLEMENTATION:

Prior to the start of grading or construction activities to occur within the nesting season, the applicant shall submit documentation of a survey for nesting raptors and migratory to the City's Public Services and Economic and Community Development Departments. If the survey results are negative, no further mitigation is required. If the survey results are positive, the biologist shall consult with the City and the California Department of Fish and Wildlife as detailed above.

RESPONSIBILITY

Applicant/Developer

City of Rocklin Public Services Department

City of Rocklin Economic and Community Development Department

California Department of Fish and Wildlife

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Mitigated Negative Declaration/Mitigation Monitoring Program

Reso No.

MITIGATION MEASURES:

Biological Resources:

To ensure protection of the elderberry shrub and VELB habitat during construction activities, the following mitigation measure, agreed to by the applicant, is being applied to the project:

IV-2. The applicant/developer shall implement the following avoidance measures during construction activities.

- 1. The area around the elderberry shrub to be avoided during construction activities will be fenced and/or flagged as close to construction limits as feasible.*
- 2. Where feasible, ground disturbing activities will not encroach within 20 feet from the dripline of an elderberry shrub.*
- 3. A qualified biologist will provide training for all contractors, work crews, and any onsite personnel on the status of the VELB, its host plant and habitat, the need to avoid damaging the elderberry shrub, and the possible penalties for noncompliance.*
- 4. A qualified biologist will monitor the work area at project appropriate intervals to assure that all avoidance and minimization measures are implemented.*
- 5. As feasible, all activities that could occur within 165 feet of an elderberry shrub will be conducted outside of the flight season of the VELB (March - July).*
- 6. Trimming, if required (unlikely due to the declining health of the elderberry shrub) will occur between November and February and will avoid the removal of any branches or stems that are ≥ 1 inch in diameter. Measures to address regular and/or large scale maintenance (trimming), if necessary, should be established in consultation with the USFWS.*
- 7. Herbicides will not be used within the drip-line of the elderberry shrub. Insecticides will not be used within 30 meters (98 feet) of an elderberry shrub. All chemicals will be applied using a backpack sprayer or similar direct application method.*
- 8. Mechanical weed removal within the drip-line of the shrub will be limited to the season when adults are not active (August - February) and will avoid damaging the elderberry shrub.*

IMPLEMENTATION:

Prior to any grading or construction activity and during construction activities, the applicant/developer shall follow and comply with all procedures to protect the VELB shrub as specifically noted in the mitigation measure.

RESPONSIBILITY

Applicant/Developer

City of Rocklin Economic and Community Development Department

MITIGATION MEASURES:

Biological Resources:

To address the potential impacts to waters of the U.S. and riparian habitat, the following mitigation measure, agreed to by the applicant, is being applied to the project:

IV.-3 Prior to any grading or construction activities, the appropriate Section 404 permit will need to be acquired for any project-related impacts to waters of the U.S. Any waters of the U.S. that would be lost or disturbed should be replaced or rehabilitated on a “no-net-loss” basis in accordance with the Corps’ mitigation guidelines. Habitat restoration, rehabilitation, and/or replacement should be at a location and by methods agreeable to the Corps. In association with the Section 404 permit and prior to the issuance of improvement plans, a Section 401 water quality certification from the Regional Water Quality Control Board and a USFWS Biological Opinion (if determined necessary) shall be obtained. All terms and conditions of said permits shall be complied with.

For potential impacts to riparian habitat, the project may be required to obtain a Section 1600 Streambed Alteration Agreement (SAA) from the California Department of Fish and Wildlife. If it is determined that a SAA is required, the applicant shall obtain one and all terms and conditions of the SAA shall be complied with.

Prior to any grading or construction activities, the applicant shall submit documentation to the Public Services Department that they have obtained an Army Corps of Engineers Section 404 permit, a Regional Water Quality Control Board Section 401 water quality certification, and if applicable, a United States Fish and Wildlife Service Biological Opinion and a California Department of Fish and Wildlife Section 1600 Streambed Alteration Agreement. The applicant shall also demonstrate to the Public Services Department that they have implemented habitat restoration, rehabilitation, and/or replacement as stipulated in their Section 404 permit. The applicant shall also demonstrate to the Public Services Department how they have, or intend to, comply with the terms and conditions of the Section 404 permit, the Section 401 water quality certification, and if applicable, the Biological Opinion and Section 1600 Streambed Alteration Agreement.

IMPLEMENTATION:

Prior to any grading or construction activities, the applicant shall submit documentation to the City of Rocklin Economic and Community Development Department and Public Services Department that they have obtained an Army Corps of Engineers Section 404 permit, a Regional Water Quality Control Board Section 401 water quality certification and if applicable, a CDFW Streambed Alteration Agreement and a USFWS Biological Opinion. The applicant shall also demonstrate that they have implemented habitat restoration, rehabilitation, and/or replacement as stipulated in their Section 404 permit. The applicant shall also demonstrate how they have complied with the terms and conditions of the Section 404 permit, the Section

401 water quality certification, and if applicable, the CDFW Streambed Alteration Agreement and a Biological Opinion.

RESPONSIBILITY

Applicant/Developer

City of Rocklin Economic and Community Development Department

City of Rocklin Public Services Department

U.S. Army Corps of Engineers

U.S. Fish and Wildlife Service

Regional Water Quality Control Board

California Department of Fish and Wildlife

MITIGATION MEASURES:

Biological Resources:

To compensate for the removal of the oak trees on the project site, the following mitigation measure, agreed to by the applicant, is being applied to the project:

IV.-4 Prior to the issuance of improvement plans or grading permits, the applicant shall:

d) Clearly indicate on the construction documents that oak trees not scheduled for removal will be protected from construction activities in compliance with the pertinent sections of the City of Rocklin Oak Tree Preservation Ordinance.

e) To mitigate for the removal of oak trees on the project site, the project arborist shall provide the following information:

- The total number of surveyed oak trees;*
- The total number of oak trees to be removed;*
- The total number of oak trees to be removed because they are sick or dying, and*
- The total, in inches, of the trunk diameters at breast height (TDBH) of all surveyed oak trees on the site in each of these categories.*

f) The applicant shall pay a fee to be deposited into the City of Rocklin Tree Preservation Fund. Payments shall be calculated using the following formula:

Step 1: Trunk Diameter at Breast Height (TDBH) of all Surveyed Trees on the Site X 20% = Discount Diameter;

Step 2: TDBH of all Surveyed Trees on the Site to be Removed – Discount Diameter = Total Number of Inches of TDBH of Replacement Trees Required, and

Step 3: The applicant shall pay a fee of \$48 per inch of TDBH of Replacement Trees Required. Such payments shall be made prior to the issuance of improvement plans or grading permits, with review and approval by the Economic and Community Development Director.

IMPLEMENTATION:

Prior to any grading or construction activity, the applicant/developer shall prepare, subject to approval by the City's Community Development Director, an oak tree mitigation plan which incorporates the steps noted above, including payment of necessary fees into the City's Oak Tree Mitigation Fund.

RESPONSIBILITY

Applicant/Developer

City of Rocklin Economic and Community Development Department

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Mitigated Negative Declaration/Mitigation Monitoring Program

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MITIGATION MEASURES:

Cultural Resources:

To address the potential of impacts to known cultural resources and the potential discovery of unknown cultural resources, the following mitigation measure, agreed to by the applicant, is being applied to the project:

V.-1 If an inadvertent discovery of cultural materials (e.g., unusual amounts of shell, charcoal, animal bone, bottle glass, ceramics, burned soil, structure/building remains) is made during project-related construction activities, ground disturbances in the area of the find shall be halted and a qualified professional archaeologist, the Environmental Services Manager and the Native American Heritage Commission shall be notified regarding the discovery. The archaeologist shall determine whether the resource is potentially significant as per CEQA (i.e., whether it is a historical resource, a unique archaeological resource, or a unique paleontological resource) and shall develop specific measures to ensure preservation of the resource or to mitigate impacts to the resource if it cannot feasibly be preserved in light of costs, logistics, technological considerations, the location of the find, and the extent to which avoidance and/or preservation of the find is consistent or inconsistent with the design and objectives of the project. Specific measures for significant or potentially significant resources would include, but are not necessarily limited to, preservation in place, in-field documentation, archival research, subsurface testing, and excavation. The specific type of measure necessary would be determined according to evidence indicating degrees of resource integrity, spatial and temporal extent, and cultural associations, and would be developed in a manner consistent with CEQA guidelines for preserving or otherwise mitigating impacts to archaeological and cultural artifacts.

In the event of the accidental discovery or recognition of any human remains, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains, until compliance with the provisions of Sections 15064.5 (e)(1) and (2) of the CEQA Guidelines, as well as Public Resources Code Section 5097.98, has occurred. If any human remains are discovered, all work shall stop in the immediate vicinity of the find and the County Coroner shall be notified, according to Section 7050.5 of the California Health and Safety Code. The City's Environmental Services Manager shall also be notified. If the remains are Native American, the Coroner will notify the Native American Heritage Commission, which in turn will inform a most likely descendant. The descendant will then recommend to the landowner appropriate disposition of the remains and any grave goods, and the landowner shall comply with the requirements of AB2641 (2006).

IMPLEMENTATION:

If evidence of undocumented cultural resources is discovered during grading or construction operations, ground disturbance in the area shall be halted and a qualified professional archaeologist, the City's Environmental Services Manager and the Native American Heritage

Commission shall be notified regarding the discovery. Other procedures as specifically noted in the mitigation measure shall also be followed and complied with.

RESPONSIBILITY

Applicant/Developer

City of Rocklin Public Services Department (Environmental Services Manager)

City of Rocklin Economic and Community Development Department

Native American Heritage Commission

MITIGATION MONITORING REPORT FORMS

Project Title:

Mitigation Measures:

Completion Date: (Insert date or time period that mitigation measures were completed)

Responsible Person:

(Insert name and title)

Monitoring/Reporting:

Community Development Director

Effectiveness Comments:

ATTACHMENT A – PROJECT VICINITY MAP



ATTACHMENT B – PROJECT SITE PLAN

